OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START
OF
ROLL

ROLL

245

AGENCY NAME:

ODot Support Services

SERIES TITLE:

Contracts

FIRST RECORD ON REEL:

Contract # 9707

REDUCTION RATIO: 21X

1983 Salt Creek Tunnel-Klamath 9707
Co. Line Sec., Willamette Hwy.
(Paving)

9707

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 6/25/87	REPORT MADE BY 6-25-87 Richard R. Arnold, Area Engineer		PROJECT NO. F-29(10)
COMPLETION DATE (Actual) 9/12/84	ACCEPTANCE DATE BY CONRTACT AGENCY 10/9/86	TIME ELAPSED 100 %	CONTRACT TIME 230 C.W.D. plus 48 CWD extension appr 1/10/85
LOCATION See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SALT CREEK TUNNEL - KLAMATH COUNTY LINE
WILLAMETTE HIGHWAY
Paving

This project provided for the cold plane removal of 4,905 square yards of A.C. pavement, construction of 30,000 tons of A.C. pavement, placement of 2,260 tons of aggregate shoulder rock, placement of 1,011 square yards of bridge deck waterproofing membrane, installation of 7,425 feet of type 2A guardrail, and the installtion of 200 delineators. A contract in the bid amount of $844,207 was awarded R. L. Coats, Bend, Oregon on 8/18/83. Work began on 6/7/84.

A total of 278 calendar workdays were used in completing the work as compared with the 230 calendar workdays allowed under the contract. A 48 day calendar workday extension was approved 1/10/85 and therefore no liquidated damages were assessed the contractor, however, 19 days or $4,275 for liquidated damages was for delay in providing the contractor an AC mix design and is FHWA nonparticipating.

The final estimated cost was $1,346,020.90 which includes $915,385.80 for bid item work, $79,965.24 for price agreements, $1,805.96 for asphalt price adjustment, $200,674.13 for force account work, $25,189.77 State force order work and $123,000 for engineering. The total Federal participation cost was $1,277,452.60 which includes a credit of $64,293.26 nonparticipating work and a credit of $4,275 for liquidated damages.

The statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
JUL 2'87
REFER TO Frederickson
FOR
Info | Inves | R/D | D.R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 6/25/87	TITLE District Engineer	DATE 7/1/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9707

December 26, 1986

CON 5 - #9707

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On October 13, 1986, we wrote to you concerning release of final payment on Contract No. 9707 awarded to R. L. Coats for paving on the Salt Creek Tunnel-Klamath County Line Section of the Willamette Highway in Lane County.

Final payment on this contract is $9,776.80 and the total contract amount is $1,197,831.13, including $200,674.13 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: R. L. Coats
P.O. Box 1008
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
James J. Gix

cgc

9707

December 26, 1986

CON 5 - 9707
9736

Hopsing Construction, Inc.
P. O. Box 1346
Tualatin, OR 97062

Attention: Richard N. Hatch
Comptroller

As requested in your letter of December 20, 1986, we are providing the following information:

Contract No. 9707 - Final payment in the amount of $9,776.80 will be made soon.

Contract No. 9736 - Contractor needs to provide documentation - unable to estimate when final payment will be issued.

If you need further information on Contract No. 9736, please contact Bruce Walton in the Construction Office at 378-6594.

Fran Neavoll
COMMISSION SERVICES

FN:slp

HOPSING CONSTRUCTION, INC.
~~P.O. Box 12734, Salem, Oregon 97309, 503-362-9636~~

P.O. Box 1346, Tualatin,Oregon 97062

December 20, 1986

Contracts Payment Supervisor
Oregon State Highway Department
121 Transportation Building
Salem, Oregon 97310

Dear Sir,

Has final payment been made to the general contractor for the following contracts:

OSHD # 9707 "Salt Creek Tunnel", R.L. Coats, general contractor. Work completed October, 1983.

OSHD # 9736 "Otis Junction-Polk County Line", Fabricators Inc., general contractor. Work completed September, 1985.

If final payment has been issued to the general contractor, when was it made? If final payment is pending, is there a target date for final contract settlement? If no target date exists, what unresolved issues are delaying payment?

We would like to receive final payment on these jobs.

We need the above information to pursue settlement of claims for subcontractor payment. Your assistance is important and will be most appreciated.

Sincerely,

Richard N. Hatch,
Comptroller
Hopsing Construction, Inc.

RECEIVED
DEC 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc. R.L. Coats
Roy L. Houck III

RH/sh

9707

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30161

6. TO

1-23-86

Mr. L. W. Rulien
State Highway Engineer
1

7. DATE AUTHORIZATION EFFECTIVE June 19, 1985

8. FEDERAL ROUTE NUMBER Primary 29

9. STATE ROUTE NUMBER Primary 18

10. GENERAL LOCATION:

Salt Creek Tunnel - Klamath County Line

11. GENERAL DESCRIPTION OF WORK

Installation of recessed traffic markers.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6-19-85 as requested in Mr. Fredrickson's letter of 1-8-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $3,501; Federal Funds $3,086.

RECEIVED
STATE HWY ENGR
JAN 24 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/24

14. DATE 1/23/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9707

Report # 61 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Salt Creek Tunnel - Klamath County Line
WEEK ENDING: August 3, 1985
SECTION PREFIX: EA# C09707
HIGHWAY: Willamette
COUNTY: Lane
NAME OF JOB: Salt Cr. Tunnel - Klamath County Line
KIND OF WORK: Paving
CONTRACTOR: R. L. Coats Construction
CONTRACT NUMBER: 9707
FEDERAL AID PROJECT NUMBER: F-29(8)
DATE OF CONTRACT: August 18, 1983
DATE WORK STARTED: June 7, 1984
ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 230 + 48
CALENDAR DAYS USED: 278
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 1,289,555.45
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,186,355.45
ENGINEERING AUTHORIZATION: $ 103,200.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,198,645.00
ENGINEERING COST TO DATE: $ 121,000.00
This Office 103,000.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101
ESTIMATED PERCENT: Overrun 1 %
PERCENT OF AUTHORIZATION: 117 %
DATE PROJECT WAS COMPLETED: September 12, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guard Rail	
-	-	-	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		5.9			5.9
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		2,260			29,795
TOTAL QUANTITIES CORRECTED TO DATE		2,900			29,913
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		2,900			29,913
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		First Notification - 6/7/84
MONDAY				Second Notification - 9/12/84
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 5 1985
CONSTRUCTION SECTION
CE ___ CAE ___ LS ___ TC ___
COE ___ OM ___
OE ___ SA ___ CC ___
CA ___ FS ___ CP ___
FQC ___
CAM ___ QCS ___
EEO ___ FILE ___

EA# C09707

August 3, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7/28/85	
MONDAY 7/29/85	No Activity this week.
TUESDAY 7/30/85	
WEDNESDAY 7/31/85	
THURSDAY 8/1/85	
FRIDAY 8/2/85	
SATURDAY 8/3/85	

REMARKS

First Notification - 6/7/84

Second Notification - 9/12/84.
Semi-final submitted to Region this week.
This will be the last report.

SIGNED DW Greene LOCATION Eugene
D. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP F216

9707

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

January 21, 1985

IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-29(10)
Salt Creek Tunnel - Klamath County Line
Time Extension Participation
(Mr. Schwartz's Letter, Jan 10, 1985, to R. L. Coats, Gen Contractor)

The Highway Division furnished us a copy of the subject letter and included copies of Project Engineer Greene's Interoffice Memo to Region 3 Construction Engineer Quinn on October 30, 1984 and Mr. Quinn's Interoffice Memo to Construction Engineer Fredrickson on November 26, 1984.

The information submitted concerning Mr. Schwartz's letter to the contractor, approving a 48-calendar-day time extension on the subject project, has been reviewed in detail. Based on the information furnished, it appears that because of the contractor's own scheduling problems he would have been unable to begin paving work prior to July 2, 1984 even if the mix design had been made available within the 15-day period allowed by the specifications. In addition, the extra work profiling was completed prior to this date. The reason or reasons why it took the laboratory so long to furnish the required mix design were not explained or supported.

For the above reasons Federal participation in this time extension must be withheld. However, consideration will be given to any additional supporting information that may be available.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 24 '85
REFER TO Fredrickson
FOR

WES
JAA
Orig. to
1/30

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 10, 1985

In Reply Refer to
File No.:

CON 5

R. L. Coats, General Contractor
63285 Skyline Ranch Road
Bend, OR 97701

Re: Time Extension Request
Salt Creek Tunnel-Klamath Co. Line
Contract No. 9707
FAP No. F-29(10)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You requested an additional 30 calendar workdays due to Price Agreement No. 2 (addition of lime to aggregates) and apparently an additional 28 calendar workdays due to Order for Extra Work No. 2 (Pavement Profiling).

The addition of lime to the aggregates for the asphaltic concrete mixture did not delay the completion of the project and this portion of your request is denied.

The pavement profiling work done under Order for Extra Work No. 2 did delay project completion. The State was also late in furnishing a mix design for the lime treated aggregate asphaltic concrete mixture. For these reasons a contract time adjustment of an additional 48 calendar workdays is granted.

The adjusted contract time of completion for this contract is 278 calendar workdays. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Jim Gix w/att.
Doug Greene w/att.
FHWA w/att.
Bruce Walton

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: November 26, 1984

FROM: W. J. Quinn
W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension
Salt Creek Tunnel - Klamath County Line
Contract No. 9707

I have reviewed the request for a time extension for subject project in great detail and have come to the conclusion that an extension of 24 days is justified.

The mix design was not presented to Doug Greene's office until Thursday, July 23, 1984, due to a lack of communication on the State's part. Since the contractor was only allowed to pave until noon on Friday, he did not begin paving until the following Monday, July 26, 1984. If the mix design had been ready, the earliest time the contractor could have been paving was July 2, 1984, because he was profiling under an Extra Work Order.

The 24-day extension is for the time between July 2, 1984, and July 26, 1984.

wjq/ba
Attach.
cc: D. Greene

CE ____ CAP ...... RECEIVED LS ...... TC ____
...... OM ...... SA ...... CC ____
CA .... NOV 28 1984 FE ____
CAM .... MA ____
CP .... CONSTRUCTION QCS ____
EEO ____ SECTION FILE ____

1-9-85
W. E. Schwartz —

A classic example of concurrent delay. The contract did not permit paving work prior to June 1. The contractor was performing "extra work", pavement grinding, until June 29. Paving could not start until the grinding was done. Concurrently the contractor was crushing rock and awaiting the State's mix design which also should have been available on June 29. The mix design was not available until July 24. The contractor started paving on July 26. Thus it appears that the starting of paving was determined by the extra work and the mix design delay and that the contractor started paving as soon as he could. The time between June 1 and July 24 cannot be

1101

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-4	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 2	11-2 [illegible]	Project Number F-29(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 3, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,265,070.00	$ 1,350,000.00
Federal funds	$ 1,115,159.00	$ 1,190,025.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 28, 1984

FEDERAL AID PROJECT NO. F-29(10)

SALT CREEK TUNNEL-KLAMATH CO. LINE
WILLAMETTE HIGHWAY
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (MP 56.18 to MP 62.07)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Asphalt Cement in Mixture	$ 186.00	1,725	$ 320,850.00	2,087.7	$ 388,312.20	
	Subtotals		$ 320,850.00		$ 388,312.20	
					Increase	$ 67,462.20
		Subtotal from Estimate of October 19, 1984				1,145,122.73
					Subtotal	$1,212,584.93
					Engineering	137,415.07
					Total	$1,350,000.00

Length of Project	5.89 mi.
Cost of Roadway Per Mile	$ 229,202.04
Federal Funds (88.15%)	$1,190,025.00
State Funds	159,975.00
Total	$1,350,000.00

Group 1	100%
Contract No.	9707
Prefix:	20-1410
Prefix:	20-1079

WH:bkb

9707

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10-298

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-1-84

Form Approved; O M B No. 04-R2089

State OREGON

County LANE

Project Number F-29(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 3, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,008,455	$ 1,265,070
Federal funds	$ 1,008,455	$ 1,115,159
Other revisions		Appn Code 010

(Note: Additional Federal Funds Collected - $119,501.92)

This modification is made for the following reasons: 1. "The project agreement executed 9-3-84 is modified to decrease Federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145".
2. To include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 19, 1984

FEDERAL AID PROJECT NO. F-29(10)

SALT CREEK TUNNEL-KLAMATH CO. LINE
WILLAMETTE HIGHWAY
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (MP 56.18 to MP 62.07)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Add Lime to AC Aggregate (PA #2)	$ 2.86	--	$ --	28,250	$ 80,795.00
Profile Asphalt Concrete (FA #2)	--	--	--	--	175,820.73
SUBTOTALS			$ - 0 -		$ 256,615.73

Increase	$ 256,615.73
SUBTOTAL from Estimate of August 25, 1984	888,507.00
SUBTOTAL	$1,145,122.73
Engineering	119,947.27
TOTAL	$1,265,070.00

Length of Roadway -----------------------	5.89 mi.
Cost of Roadway Per Mile ---------------	$214,782.68

Federal Funds (88.15%)	$1,115,159.00
State Funds	149,911.00
TOTAL	$1,265,070.00

Group 1: 100%
Contract No. 9707
Prefix: 20-1410
Prefix: 20-1079

WH:pf

777

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-212 + 213	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lane Project No. F-29(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Salt Creek Tunnel-Klamath Co. Line

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-83	5.89
OTHER *(Specify)*		

FUNDS PRO RATA 100% & 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,008,455.00	$ 888,953.00*

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

*See Additional Provisions On Back

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
for Manager, Program Section
(Title)
XXX For: H.S. Coulter,P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator AUG 19 [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 25, 1983

Federal-Aid Project No. F-29(10)

Salt Creek Tunnel-Klamath Co. Line Section
Willamette Highway
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (M.P. 56.18 to M.P. 62.07)

Furnishing Field Laboratory	1	Each	2,000.00	$ 2,000.00
Mobilization		All Required		70,000.00
Temporary Protection and Direction of Traffic		All Required		8,000.00
Temporary Signs	288	Sq. Ft.	5.00	1,440.00
Temporary Barricades	4	Each	50.00	200.00
Flagmen	1,200	Hour	10.00	12,000.00
Pilot Car	300	Hour	25.00	7,500.00
Removal of Structures and Obstructions		All Required		10,000.00
Cold Plane Pavement Removal	4,905	Sq. Yd.	3.00	14,715.00
Aggregate Shoulders	2,260	Ton	6.00	13,560.00
Class "B" Asphalt Concrete Mixture	26,520	Ton	10.00	265,200.00
Class "C" Asphalt Concrete Mixture in Leveling	3,275	Ton	12.00	39,300.00
Asphalt Cement in Mixture	1,725	Ton	186.00	320,850.00
Membrane Waterproofing	1,011	Sq. Yd.	7.00	7,077.00
Asphalt in Tack Coat	120	Ton	200.00	24,000.00
Guard Rail, Type 2A	7,425	Lin. Ft.	9.00	66,825.00
Guard Rail Anchors, Type 1	24	Each	300.00	7,200.00
Rail End Pieces, Type C	24	Each	300.00	7,200.00
Extra for Asphalt Approaches	31	Each	150.00	4,650.00
Delineators, Type 1	145	Each	12.00	1,740.00
Delineators, Type 4	50	Each	15.00	750.00
				$ 884,207.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 4,300.00
			$ 4,300.00
		Subtotal	$ 888,507.00
		Engineering	119,948.00
		Total	$ 1,008,455.00

Length of Roadway	5.89 mi.
Cost of Roadway Per Mile	$ 171,214.77
Federal Funds (88.15%)	$ 888,953.00
State Funds	119,502.00
Total	$ 1,008,455.00

Reimbursement 100% $1,008,455.00 Public Law 97-424, S145

Group 1	100%
Contract No.	9707
Prefix:	20-1410
Prefix:	20-1079

DATE: July 20, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Salt Creek Tunnel-Klamath County Line Section
Willamette Highway, Lane County
Contrct No. 9707

This federal-aid paving project is approximately 20 percent complete with completion expected in September, 1984. It is now apparent that the final cost will exceed the project authorization by $281,100 or 27.9 percent.

The project was designed to remedy deteriorating surface conditions by application of a very minimal amount of leveling material over the existing E-Mix and then overlaying the job with a dense-graded asphaltic concrete mixture. The contract was awarded on August 18, 1983 and no paving work was accomplished during 1983 due to time restrictions contained in the contract, and to temperature restrictions imposed by the altitude and by the season. Deterioration of the roadway surface continued over the winter at an accelerated rate to the point of being extremely hazardous. Traffic was observed traveling in the wrong lane at times to avoid the damaged areas. Conditions were reviewed by field personnel and by the Surfacing Design Engineer and it was determined that the existing unstable asphaltic concrete must be removed in order to effect a successful rehabilitation. This extra removal work has added approximately $196,000 to the cost of the project.

Because of extensive damage to pavement on the project, and to help deter anticipated problems of raveling of the pavement due to stripping of asphalt cement from the aggregates, it was necessary to add hydrated lime to the paving aggregate. Addition of this material has added approximately $85,800 to the cost of the project.

Additional engineering expenses are anticipated in proportion to the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $281,100 to a new total of $1,289,555.45. This matter will be on the consent calendar for the July 31 meeting.

HHP:mk sl

bc Fred D. Miller	V. E. Skoog
R. W. Gormsen	J. J. Gix
C. O. Fredrickson	George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 13, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Salt Creek Tunnel-Klamath County Line Section
Willamette Highway, Lane County
Contract No. 9707

This federal aid paving project is approximately 20 percent complete with completion expected in September, 1984. It is now apparent that the final cost will exceed the project authorization by $281,100.00 or 27.9 percent.

The project was designed to remedy deteriorating surface conditions by application of a very minimal amount of leveling material over the existing E-Mix and then overlaying the job with a dense-graded asphaltic concrete mixture. The contract was awarded on August 18, 1983 and no paving work was accomplished during 1983 due to time restrictions contained in the contract, and to temperature restrictions imposed by the altitude and by the season. Deterioration of the roadway surface continued over the winter at an accelerated rate to the point of being extremely hazardous. Traffic was observed traveling in the wrong lane at times to avoid the damaged areas. Conditions were reviewed by field personnel and by the Surfacing Design Engineer and it was determined that the existing unstable asphaltic concrete must be removed in order to effect a successful rehabilitation. This extra removal work has added approximately $196,000 to the cost of the project.

Because of extensive damage to pavement on the project, and to help deter anticipated problems of raveling of the pavement due to stripping of asphalt cement from the aggregates, it was necessary to add hydrated lime to the paving aggregate. Addition of this material has added approximately $85,800 to the cost of the project.

Additional engineering expenses are anticipated in proportion to the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $281,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix D. W. Greene
B. M. Walton W. F. Cobine

Contains Recycled Materials

9 07

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30161

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/11/84

8. FEDERAL ROUTE NUMBER Primary 29

9. STATE ROUTE NUMBER Primary 18

10. GENERAL LOCATION:

Salt Creek Tunnel - Klamath County Line

11. GENERAL DESCRIPTION OF WORK

Maintain travel surface of roadway until contractor performs overlay contract work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ xx CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/11/84 as requested in Mr. Fredrickson's letter of 6/5/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $15,000; Federal Funds $13,222.

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
6/22

14. DATE 6/19/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9727

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: May 21, 1984

John T. Scofield

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Salt Creek Tunnel - Klamath Co. Line

The subject section of the Willamette Highway has been reviewed in light of the extreme raveling this spring.

Rather than extensive patching and sealing of the existing pavement prior to the overlay, the remainder of the unstable A.C. should be removed by cold planing. Approximately 25,000 square yards have already been removed. The pavement to be removed is 1½-2 inches of the overlay placed in 1976. The cold plane removal should minimize the amount of leveling and patching.

Removed material may be used as shoulder rock.

JTS:js

cc: E. S. Hunter
J. H. Versteeg
C. O. Fredrickson
Frank Terpin
Jim Gix
Doug Greene
FHWA - Wally Bryant

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAY 23 '84
REFER TO
FOR
Info Invest R/D D/R Sign Act File

81-128-1987

9707

August 30, 1983

R. L. Coats
P. O. Box 1008
Bend, OR 97709

CON 5
#9707

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9707 for paving on the Salt Creek Tunnel-Klamath County Line Section of the Willamette Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ds
Encl.

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
Doug Greene

R. L. COATS, General Contractor
63285 SKYLINE RANCH ROAD • BEND, OREGON 97701 • 382-2166 or 382-5368

August 18, 1983

Robert W. Gormsen
Room 121 Transportation Bldg.
Salem, Oregon 97310

RE: Assigned Contract goals for Minority Business Enterprise #9707
Participation.

Dear Mr. Gormsen:

The following minority owned subcontractor will be employed on the paving of the Salt Creek Tunnel-Klamath County Line section of the Willamette Highway, Lane County.

Minority-Owned Goad 3%

Hopsing Construction, Inc.
P. O. Box 12734
Salem, Oregon 97309
(503) 588-9636

Subcontract for Guardrail work.

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
16	Guard Rail, Type 2A	L.F.	7,425	8.15	$60,513.75
17	Guard Rail Anchors, Type 1	EA	24	200.00	4,800.00
18	Rail End Pieces, Type C	EA	24	55.00	1,320.00
20	Delineators, Type 1	EA	145	15.00	2,175.00
21	Delineators, Type 4	EA	50	10.00	500.00
	TOTAL				$69,308.75

Sincerely,

R.L. Coats

R.L. Coats

RLC/wm

RECEIVED
AUG 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below

2. STATE PROJECT NO. See below

2A. COUNTY NAME See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. various

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/83	8. FEDERAL ROUTE NUMBER Various	9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
See Projects below

11. GENERAL DESCRIPTION OF WORK
Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11)
F-86(5)
F-29(10) Salt Cr. Tunnel - [illegible] Line
IX-26(32)

F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Inv | R/D | D/R | Sign | Act | File

Orig to 8/31

14. DATE 8/19/83

15. SIGNATURE OF APPROVING OFFICIAL A. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9701

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rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-29(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-3-83

4. PROGRAM NO.

5. ITEM NO. 30161

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/3/83

8. FEDERAL ROUTE NUMBER Primary 29

9. STATE ROUTE NUMBER Primary 18

10. GENERAL LOCATION:

Salt Creek Tunnel - Klamath County Line Section

11. GENERAL DESCRIPTION OF WORK

High type pavement overlay (3R)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
AUG 8 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to w/att. 8/8

13. REMARKS

As requested by Mr. Potter's letter of 8/2/83 I concur that it is in the public interest to advertise the subject project for a two week period with bid opening date of 8/18/83.

Also, Mr. Potter's 8/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $964,292. Regular Federal-aid matching ratio, appropriation code 010, in amount of $850,023 and increased Federal share (P.L. 97-424 SEction 145), appropriation code 01L, in amount of $114,269.

A signed copy of the Title Sheet is returned herewith.

14. DATE 8/3/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

9707

5

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-29(10)
Salt Creek Tunnel-Klamath Co. Line Section
Willamette Highway
Lane County

Date: August 1, 1983

From: Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Adams' July 27 letter requests approval of a special provision requiring the stockpiling of approximately 500 cubic yards of AC pavement (which must be removed from three half-viaducts on the subject project) on State property at M.P. 62.39 unless the contractor elects to recycle the material in the mix design. I concur that this proposal would be in the public interest and is therefore approved.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (L R Adams)
OSHD (G Potter)

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
AUG 2 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
JUL 28 '83
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						X

In Reply Refer to
File No.:

July 27, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Attention: Glen K. Hossner

FA Project No. F-29(10)
Salt Creek Tunnel-Klamath County Line Section
Willamette Highway
Lane County

The proposed project is to place a 4-inch Class "B" asphaltic concrete pavement overlay from the tunnel, M.P. 56.18 to M.P. 62.07. In the first thousand feet easterly of the tunnel are three half-viaducts, on the right side of centerline.

It has been determined that we should not add to the deck load on these structures, so we propose to remove 4 inches of existing pavement, so that we may replace it with the same thickness of new surfacing.

The special provisions for the contract will allow the use of recycled material in the mix design, but if the contractor does not elect to use the removed material, we propose to specify that it become the property of the state. We anticipate the quantity will be about 500 cubic yards or 1,000 tons. The special provisions will designate the state maintenance site at M.P. 62.39 as the location for stockpiling the material. We believe this proposal is in the best interests of the public and your approval is solicited.

J. H. Versteeg
Road Design Engineer

By

D. R. Adams
Donald R. Adams, P.E.
Final Design Engineer

Fe:mg

cc: H. S. Coulter
E. S. Hunter
Gary Potter
F. E. Terpin
S. H. Macnab
Fred Eriksen
James Gix

9707

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No:

PRO

Date: July 26, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30161
Project No. F-29(10)
Salt Creek Tunnel-Klamath Co. Line Section
Lane County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 25, 1983 and may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Public Law 97-424, Section 145.

DRH:bkb
Attachments
cc: James J. Gix (Region 3)
General Files

Form 734-3122

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

18

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: SALT CR TUNNEL — KLAMATH CO. LINE

REGION: 3

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	20-1410	6-22-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	SURFACE DESIGN	$	$ 1500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		500	921 SPECIFICA-TIONS		3000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$ ~~10,000~~	$ 11,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX: N/A

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

THIS AUTHORITY IS FOR THE PREPARATION OF PLANS AND SPECIFICATIONS TO CONSTRUCT AN overlay on this SECTION OF THE WILLAMETTE Highway.

1 Versteeg ✓
5 Anderson
2 Adams
5 Macnab
3 Stoudenmeyer
Terpin
4 Trout
5 Wekerlie

RECEIVED
Lyle
MG

JUL 13 1983

ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Approved by OTC 6-21-83 $425,000

PREPARED BY	DATE 6-22-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 7/5/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 6/30/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-2514 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1816

REGION 3

SECTION Salt Cr. Tunnel-Klamath Co. Line

STATE HIGHWAY # 18	HIGHWAY NAME Willamette	MILE POST FROM 57 TO 62.1	LENGTH 5.1
☐ URBAN ☒ RURAL	CITY	COUNTY Lane	ROAD/STREET NAME
ROUTE # 58	FEDERAL AID # FAP #29	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 40
RIGHT OF WAY		$
ROADWAY	$ 275	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
40% ENGINEERING & CONTINGENCIES	$ 110	
TOTAL CONSTRUCTION		$ 385
TOTAL ESTIMATE		$ 425

PROJECT DATA	
GRADING (✓)	
PAVING (✓)	✓
STRUCTURES (✓)	
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
ENVIRONMENTAL CLASS (1,2,3)	
DESIGN CATEGORY (1-7)	
WORK TYPE (1-12)	

RIGHT OF WAY	
FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0
WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Primary - 3R	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Var. 2-3	Same
STRUCTURES (#)		
SIGNALS (#)	0	
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	2400	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

In 1976 this section received a 1½" overlay with Class "E" AC. This overlay never held and is raveling and deteriorating at an accelerating rate. Maintenance is becoming very expensive.

PROPOSED SOLUTION

Construction of a 2" maintenance overlay and leveling course on this section.

REQUESTED, REGION ENGINEER X	DATE 5-25-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

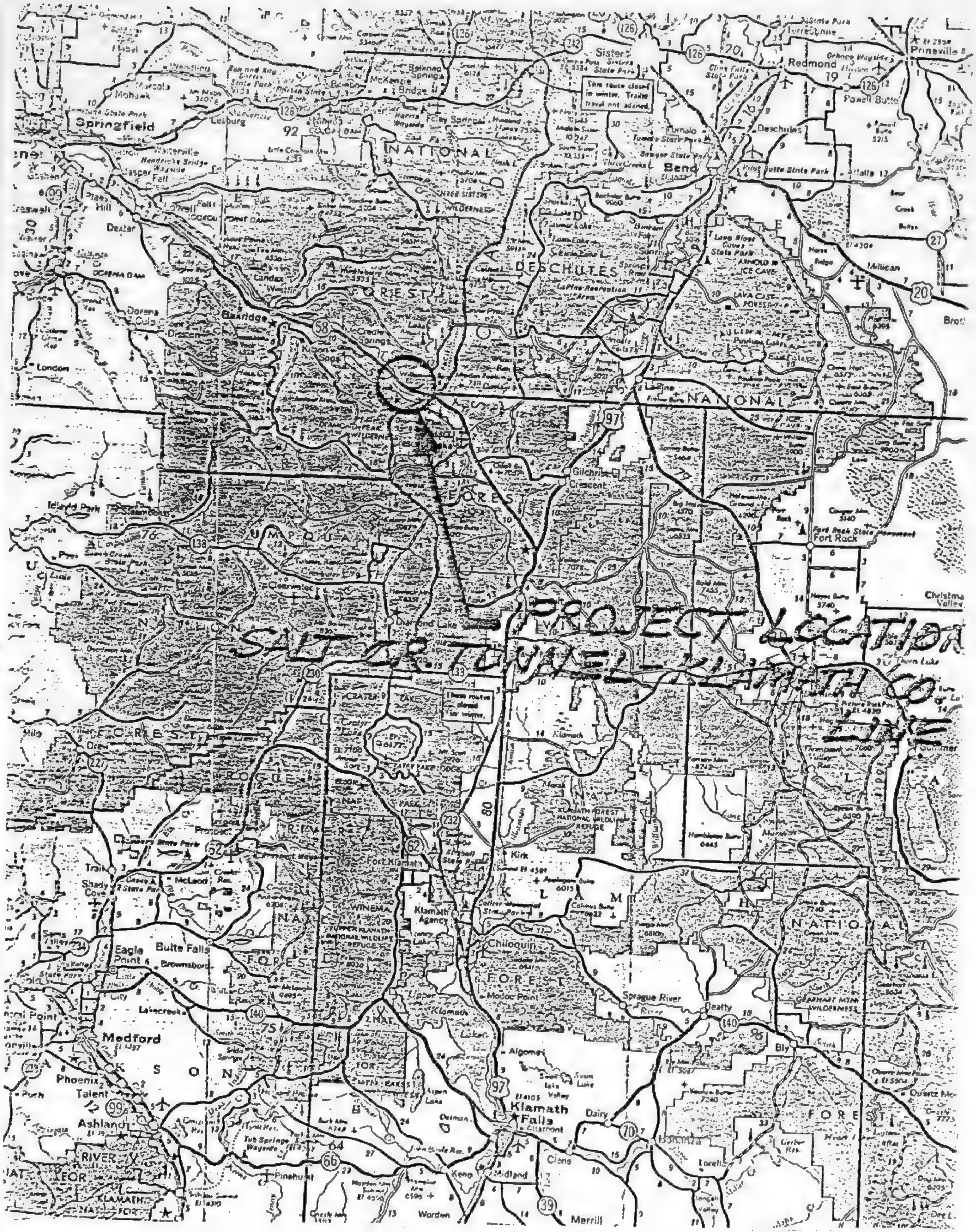
PART I — PROJECT REQUEST (Cont.)

TION Salt Creek Tunnel-Klamath Co. Line	KEY ID # REGION 3

PROJECT JUSTIFICATION

This section is rated as very poor on the pavement preservation study. The recent winter season has greatly increased the surfacing deterioration. The DMS has recommended a high priority be placed on this section. The expenditure for state maintenance in 1982 would have nearly met the match for an overlay with primary funding.

ADMINISTRATION RECOMMENDATION


PROJECT LOCATION
SALT CR TUNNEL – KLAMATH CO LINE
Springfield
Sisters
Redmond
Prineville
Bend
Oakridge
DESCHUTES
NATIONAL
FOREST
UMPQUA
Gilchrist
Crescent
Fort Rock
Christmas Valley
Diamond Lake
CRATER LAKE
These routes closed for winter.
This route closed in winter. Trailer travel not advised
ROGUE RIVER
WINEMA
Fort Klamath
Klamath Agency
Chiloquin
Sprague River
Beatty
Bly
Medford
Phoenix
Talent
Ashland
Eagle Point
Butte Falls
Prospect
Shady Cove
Klamath Falls
Keno
Midland
Merrill
Dairy
Bonanza
Worden
Pinehurst
KLAMATH
JACKSON
GEARHART MTN WILDERNESS

PROJECT PROSPECTUS
PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Salt Cr Tunnel - Klamath Co. Line

REGION
3 6-22-83

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

COMPANIES
None involved

DESIGN SPEED
55 MPH

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4'			12'	0	12'			4'				
				4'			12'	0	12'			4'				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
AC-overlay		2"			
Leveling-AC		1"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

By Location Engineer

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT I 'IRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION SALT CR. TUNNEL - KLAMATH Co. Line

REGION 3 6-22-83

ESTIMATED RIGHT-OF-WAY IMPACTS

THE ENTIRE PROJECT IS WITHIN THE EXISTING RIGHT-OF-WAY

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

THERE IS NO IMPACT ON Land USE.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

THE TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY FACTORS WILL REMAIN BASICALLY THE SAME.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

THERE AGAIN IS NO IMPACT ON THESE FEATURE

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NO IMPACT ANTICIPATED

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X

TELEPHONE NUMBER 440-3399

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

9W1

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PLA

DATE: June 13, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Emergency Overlay Project
Finance Approval

On the Consent Calendar for the June 21 meeting will be a request to add an overlay project on the Salt Creek Tunnel - Klamath Co. Line Section of the Willamette Highway in Lane County to the Six Year Highway Improvement Program.

Since 1979 this section has experienced increasing surface deterioration resulting in excessive maintenance costs.

The estimated cost of this project is $425,000. It would be eligible for Primary 3-R funds. I recommend your approval.

MJK:pf st

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
C. T. Keasey
J. H. Versteeg
Jim Gix
George Bell

orm 734-3122

9707

5

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: May 25, 1983

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Region Engineer

SUBJECT: Salt Cr. Tunnel-Klamath Co. Line Sec.
Willamette Highway
Lane County
Emergency Overlay

I am forwarding a revised project prospectus for a special asphaltic concrete overlay on the subject section on the Willamette Highway with copies of correspondence from District Maintenance Supervisor Larry Asburry.

This section of road had an asphaltic concrete overlay applied in 1976. We have experienced excessive surface maintenance on this section starting in 1979. According to my calculations, the cost of the needed surface repair is in excess of the match money for a complete AC overlay.

I think this section has similar problems to several sections in Regions 1 and 4 that have undergone special emergency treatment this year.

In this particular situation, we have a large portable AC plant set up in Oakridge for the Salmon Cr.-Salt Cr. Section on the Willamette Highway. If we can prepare a quick set of plans and program a project, I am certain that we can save up to 25% of the normal cost for such an overlay.

I have discussed this matter with W. E. Schwartz and E. S. Hunter and they have recommended that I proceed on this basis.

jjg/cw
Attach.

cc W. E. Schwartz
E. S. Hunter
Larry Asburry

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR

MAY 27 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON
HIGHWAY DIVISION - DISTRICT 5

INTEROFFICE MEMO

TO: James J. Gix, P.E.
Region Engineer

DATE: May 10, 1983

FROM: Larry R. Asburry, P.E.
Dist. Maintenance Supervisor
LRAsbury

SUBJECT: (M.P. 56) Salt Creek Tunnel-Klamath County Line Section
Willamette Highway

A windshield estimate of blade paving on the six mile section indicates a need of at least 4,500 to 5,000 tons for blade paving.

This is an extremely conservative estimate allowing for skin patches no deeper than one inch. Full width patching is required on 3.6 miles and half width on 1.9 miles.

The estimated cost of the patching is $160,000. The Oakridge section 1982-83 budget generated 1,800 tons or $59,976. I have no reason to believe the 83-84 budget will generate the difference.

In view of the deficit this blade patching would create on the remainder of the district and the fact in all probability we would be patching a like amount next year, I recommend an overlay be contracted this year.

LRA:mdb

ROSEBURG REGION
RECEIVED
MAY 11 1983

[illegible]	[illegible]	RUS	[illegible]	FAS
RES	ATS	TI	[illegible]	RFR
RLE	CEO	RBI	S?C	AA

5-13-83
J.X. Wilson - P/s get out a prospectus A.S.A.P.
per our disc.

1983 Milwaukie-Oregon City 9708
Sec., Pacific Hwy. E. (McLoughlin
Blvd.) (Grad., pav., and signals) #4

HIGHWAY DIVISION 9708

HIGHWAY DIVISION INVOICE

		AGEN	CURRENT DOCUMENT NUMBER
		02	144786
YOUR ORDER NUMBER	BILLING REQ NUMBER	DATE	VENDOR NUMBER
	CA 5475	2/06/87	0001045554-00

Oak Lodge Fire District No. 51
2930 S.E. Oak Grove Blvd.
Milwaukie, OR 97222

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

FOLD

T.C.	E.A. SUB JOB	SPECD	ORG UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY SRC	AMOUNT
617	C09708-011	L04	8019			844010	03	$200.00

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:	TOTAL PRICE
Final Billing Milwaukie - Oregon City Section of Pacific Hwy. East 1X26 (32) Contract 9708	
Bid Item 41 Opticom Testing Agreement 7470	
Amount Due	$200.00
Itemized statement attached	
GL1140	
SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY) TOTAL AMOUNT DUE	$200.00

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Gary Zehner 378-6011 or Anne Hernandez 378-5034 (INVOICE PREPARER) PH.

734-1150 (11-86)

9708

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 12/22/86

COUNTY: CLACKAMAS AGREEMENT NO: 7470 PROJECT NO: IX-26(25)(32)

CONTRACT NO: 9708 SECTION: Milwaukie-Oregon City, Pacific Hwy. East (McLoughlin Blvd.)

PRELIMINARY ENGINEERING (Prefix No. 3-1918):

Project Manager ($690.42 Non-Partic.)	$ 63,821.44
Final Design	19,593.80
Bridge Design	2,140.66
R/W Descriptions	1,780.40
Region Geology	143.40
Traffic Section	35,156.46
Landscape Section	188.48
R/W Liaison	1,995.89
Region Utility Liaison	1,395.39
Photogrammetry	452.75
Location	364.68
Program Section	513.67
Specifications	2,561.05
Administrative Services	34.14
Environmental Section	200.49
R/W Utility Engineer	155.21
Surface Design Engineer	105.66
Region Traffic	2,827.58
Region Environmental	7.39
Training Courses	2,059.77
Administrative Leave	80.94
TOTAL P.E. COST	$ 135,579.25

CONSTRUCTION (Prefix No. 3-1059):

Payment to Contractor ($33,023.18 Non-Partic.)	$ 899,293.83
Credit for Liquidated Damages ($44.55 Non-Partic.)	(2,475.00)
Interest on Final Payment (Non-Partic.)	922.50
SFO #1 Permanent Striping	4,717.35
SFO #2 State Furnished Software	11,769.36
SFO #3 Signal Controller Testing	18,975.00
SFO #4 Reinstall Permanent Signing	997.58
SFO #5 Install Turn Arrows	6,080.87
Construction Engineering ($2,043.78 Non-Partic.)	91,317.31
Program Section	399.76
Specifications	147.58
Salem Lab	2,361.55
Portland Lab	2,223.23
Eugene Lab	40.46
Technical Services	3,935.36
Construction Section	1,598.12
Region Office Charges	7,630.28
Training Courses	1,372.78
EEO Monitoring	108.12
TOTAL CONSTRUCTION COST	$1,051,416.04

SUMMARY

Total P.E. Cost	$ 135,579.25
Total Construction Cost	1,051,416.04
TOTAL PROJECT COST	$1,186,995.29

CITY OF MILWAUKIE (BLUEBIRD FIRE PRE-EMPT.):

Price Agreement #1 Payment to Contractor	$ 3,883.00
"OPTICOM" Testing	150.00
TOTAL BLUEBIRD PRE-EMPT.	$ 4,033.00
Less Federal Funds	(3,428.05)
Less State Share	(302.48)
CITY SHARE PREVIOUSLY BILLED	$ 302.47

OAK LODGE FIRE DISTRICT:

Bid Item #41 Fire Preemption	$ 34,000.00
"OPTICOM" Testing	2,000.00
TOTAL FIRE PREEMPT	$ 36,000.00
Less Federal Funds	(30,600.00)
TOTAL DISTRICT SHARE	$ 5,400.00
Less Advance Deposit 10-11-83	(5,200.00)
AMOUNT DUE FROM DISTRICT	$ 200.00

TOTAL PROJECT COST	$1,186,995.29
Less City of Milwaukie	(4,033.00)
Less Oak Lodge Fire District	(36,000.00)
BALANCE	$1,146,962.29
Less Federal Funds-P.E.	(114,655.51)
Less Federal Funds-Const.: $863,150.47 - ($3,428.05 + $30,600.00) =	(829,122.42)
Less Clackamas County Share received 4-23-81 and 9-9-83	(37,850.00)
STATE SHARE	$ 165,334.36

GEZ:pf

cc: J. Henry
W. Schulte
LPG Files

97-1

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 8/3/83
TO 3/29/85

FEDERAL AID PROJECT NO.
IX-26-(32)

(*) Use Form: FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 67,399.41	67,399.41	85%	57,289.50	57,289.50	-0-
75,671.77	75,422.70	85%	64,109.30	64,109.30	-0-
908,344.86	872,649.02	85%	741,751.67	741,751.67	-0-
$1,051,416.04	$1,015,471.13	85%	863,150.47	863,150.47	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	8/25/86	Controller

I certify that supporting records for costs claimed, and the referenced project (If applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	MILWAUKIE-OREGON CITY SECTION PACIFIC HWY. EAST (McLOUGHLIN BLVD.) CLACKAMAS COUNTY					
	Construction Type Code Y031 Traffic Signals, 10 Locations (M.P. 6.9 to M.P. 11.0)					
	Final Contract Payment Summary (178)	Lump Sum			$ 866,270.65	
	Permanent pavement striping (State)(178)	All Required			4,717.35	
	State Furnished software (178)	All Required			11,769.36	
	Signal controller & Opticom Testing & Turn-On (State)(178)	All Required			18,975.00	
	Re-installation of permanent signing (State)(178)	All Required			997.58	
	Install turn arrows and three arrows (State)(178)	All Required			6,080.87	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$ 908,810.81**	
	Construction Engineering					
	State	All Required			$ 108,982.65	
	Liquidated Damages	Lump Sum			(2,430.45)	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 106,552.20**	
	580 $67,399.41 178 38,759.66					
	Misc. Project Cost					
	EEO Monitoring Expense (178)	All Required			$ 108.12	
	TOTAL PARTICIPATING PROJECT COST				**$1,015,471.13**	
	Non Participating Project Cost					
	Final Contract Payment Summary (178)	Lump Sum			$ 33,023.18	
	Interest on Final Payment (178)	All Required			922.50	
	Construction Engineering (178)	All Required			2,043.78	
	Liquidated Damages (178)	Lump Sum			(44.55)	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 35,944.91**	
	TOTAL PROJECT COST				**$1,051,416.04**	
	Prepared based on Participating cost as shown on the Federal Billing as of 8/07/86.					
	AMOUNT CARRIED FOR[illegible]RD					

** JOB TOTALS ** 3.68CR** 1,097.09 ** 155,399.58 **

MILWAUKIE-OREGON CITY

CONT NO 9708 * FA PROJ NOS X10 0026032 91 X10 0026032 X10 0026032 09 STATE

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	003	1059	201	00	P	1	Pay Contractor	102,905.57	800,436.75 ✓	84	85
	003	1059	201	00	P	8	" "	1,746.09	65,833.90 ✓	84	85
	003	1059	201	00	N	1	" "	33,023.18	33,023.18 ✓	85	85
	003	1059	203	00	P	1	Credit for Liq. Dam.	2,475.00CR	2,475.00CR ✓	84	85
	003	1059	204	00	P	1		34,653.67		84	85
	003	1059	204	00	P	8		3,427.28		84	85
	003	1059	206	00	N	1	Interest	839.48	839.48 ✓	85	85
	003	1059	206	00	N	8	"	83.02	83.02 ✓	85	85
	003	1059	210	02	P	1	SFO#2 st. Furn. Softw.		11,769.36 ✓	84	84
	003	1059	270	01	P	1	SFO#1 Perm Striping	2,682.61	4,717.35 ✓	84	85
	003	1059	270	03	P	1	SFO#3 Signal Contr. test	5,425.00	18,975.00 ✓	84	84
	003	1059	270	04	P	1	SFO#4 Re-inst. Perm-Signing	380.03	997.58 ✓	84	84
	003	1059	270	05	P	1	SFO#5 Install turn arrows	3,666.91	6,080.87	84	85
	003	1059	291	06	P	1	3,533.53	1,350.53	349.47CR	84	85
	003	1059	291	06	P	8	349.47	349.47	349.47	85	85
	003	1059	296	00	N	9	Tr. St. 3,300.55CR	149,543.71CR	890,469.03CR	83	85
	003	1059	297	00	N	9	" Co.		27,388.13 ✓	83	84
	003	1059	298	00	N	9	" Fed. 3,300.55	149,241.24	862,778.43 ✓	83	85
	003	1059	299	00	N	9	Tr. R.R. sta.	302.47	302.47	85	85
	003	1059	900	00	P	1	Const. Engr.	61,682.40CR	11,523.50 ✓	83	85
	003	1059	900	00	P	2	" "	67,399.41	67,399.41 ✓	84	85
	003	1059	900	00	P	8	" "	562.59	7,777.76 ✓	83	85
	003	1059	900	00	N	1	" "	581.75	1,877.73 ✓	83	85
	003	1059	900	00	N	8	" "	51.69	166.05 ✓	83	85
	003	1059	920	00	P	1	Prog. Sec.	57.80	363.77 ✓	83	85
	003	1059	920	00	P	8	" "	5.72	35.99 ✓	83	85
	003	1059	921	00	P	1	Specs		147.58 ✓	83	84
	003	1059	940	00	P	1	Salem Lab	167.39	2,149.01 ✓	84	85
	003	1059	940	00	P	8	" "	16.56	212.54 ✓	84	85
	003	1059	941	00	P	1	Port. Lab	160.41	2,023.13 ✓	83	84
	003	1059	941	00	P	8	" "	15.87	200.10 ✓	83	84
	003	1059	942	00	P	1	Eugene Lab		36.81 ✓	84	84
	003	1059	942	00	P	8	" "		3.65 ✓	84	84
	003	1059	944	00	P	:	Technical Serv.	211.18	3,583.04 ✓	83	85
	003	1059	944	00	P	8	" "	20.88	352.32 ✓	83	85
	003	1059	945	00	P	1	Const. Sec.	1,321.55	1,454.29 ✓	83	85
	003	1059	945	00	P	8	" "	130.71	143.83 ✓	83	85
	003	1059	946	00	P	1	Region off. charges	2,869.02	6,943.54 ✓	83	85
	003	1059	946	00	P	8	" " "	283.75	686.74 ✓	83	85
	003	1059	948	00	P	1	Gen. Const. Engr.		2,172.52 ✓	83	84
	003	1059	948	00	P	8	" " "		7.21 ✓	83	84
	003	1059	950	00	P	1	Training Courses		1,249.23 ✓	84	84
	003	1059	950	00	P	8	" "		123.55 ✓	84	84
	003	1059	985	00	P	1	EEO Monitoring		98.39	84	84
	003	1059	985	00	P	8	" "		9.73	84	84
			TOT	P1			3,533.53	91,694.27	871,897.25		
			TOT	P2				67,399.41	67,399.41		
			TOT	P8			349.47	6,558.92	75,736.79		
			TOT	N1				34,444.41	35,740.39		
			TOT	N8				134.71	249.07		

** JOB TOTALS ** 3,883.00 ** 200,231.72 ** 1,051,022.91 **

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 580

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XIO -0026-032									
F00058									
C09708 -021	67,399.41	57,289.50	67,399.41						
AGREEMENT TOTALS	67,399.41	57,289.50	67,399.41	85.00	57,289.50	57,289.50	.00		.00
FED PROJ TOTALS	67,399.41	57,289.50	67,399.41		57,289.50	57,289.50	.00		.00
FEDERAL PROJECT: XIO -0032-007									
F00973									
C0341990-021	39,070.59	33,210.00	39,070.59						
AGREEMENT TOTALS	39,070.59	33,210.00	39,070.59	85.00	33,210.00	33,210.00	.00		.00
FED PROJ TOTALS	39,070.59	33,210.00	39,070.59		33,210.00	33,210.00	.00		.00
FEDERAL PROJECT: XIO -0032-014									
F00976									
C0342544-000	216,546.27	23,335.44	216,546.27						
C0342544-001	1,275.88	.00	.00						
C0342544-010	3,283.95	.00	.00						
C0342544-011	1,058,064.75	1,060,083.93	1,058,064.75						
AGREEMENT TOTALS	1,279,170.85	1,083,419.37	1,274,611.02	85.00	1,157,700.00	1,083,419.37	.00		.00
FED PROJ TOTALS	1,279,170.85	1,083,419.37	1,274,611.02		1,157,700.00	1,083,419.37	.00		.00
FEDERAL PROJECT: XIO -0047-013									
F00602									
C09467 -000	38.94	.00	38.94						
C09467 -010	416.98	.00	.00						
C09467 -011	389,696.83	331,275.40	389,696.83						
AGREEMENT TOTALS	390,152.75	331,275.40	389,735.77	85.00	350,755.91	331,275.40	.00		.00
FED PROJ TOTALS	390,152.75	331,275.40	389,735.77		350,755.91	331,275.40	.00		.00
FEDERAL PROJECT: XIO -0055-077									
F03254									
C09568 -000	12,506.78	6.52	1,707.05						

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11/08/86                                             JOB COST SUMMARY
                                    EA/S[illegible]JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                             PAYROLL CHARGES ARE LOADED

                                                         CREW        MSA            CURR
           EA      SUBJOB   ACTIVITY   OBJ-DETAIL       NUMBER      FIELD           MON

        C09708      000        901        001            7612
        C09708      000        901        001            7612

        C09708      000        901        001

        C09708      000        901        504            7612
        C09708      000        901        504            7612

        C09708      000        901        504

        C09708      000        901

        C09708      000

        C09708      001        390        497            0967
        C09708      001        390        497            0967

        C09708      001        390        497

        C09708      001        390

        C09708      001

        C09708      010                   304            0521
        C09708      010                   304            0521

        C09708      010                   304

        C09708      010

        C09708      010

        C09708      011                   304            0521
        C09708      011                   304            0521

        C09708      011                   304

        C09708      011                   598            0521
        C09708      011                   598            0521

        C09708      011                   598

        C09708      011

        C09708      011

        C09708      081                   598            0521
        C09708      081                   598            0521
```

IL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	7612		.00	340.13
	7612		.00	340.13
			.00	340.13 ✓
	7612		.00	53.00
	7612		.00	53.00 ✓
			.00	53.00
			.00	393.13
			.00	393.13 ✓
	0967		.00	~~25.57~~
	0967		.00	~~25.57~~
			.00	~~25.57~~
			.00	~~25.57~~
			.00	~~25.57~~
	0521		.00	~~44.55-~~
	0521		.00	~~44.55-~~
			.00	~~44.55-~~
			.00	~~44.55-~~
			.00	~~44.55-~~
	0521		.00	~~44.55~~
	0521		.00	~~44.55~~
			.00	~~44.55~~
	0521		.00	~~349.47~~
	0521		.00	~~349.47~~
			.00	349.47
			.00	394.02
			.00	394.02
	0521		.00	349.47-
	0521		.00	349.47-

11/08/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUR MO
C09708	081		598			
C09708	081					
C09708	081					
C09708						

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
			.00	349.47-
			.00	349.47-
			.00	349.47-
			.00	418.70

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 3	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 3/27/85	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-26(32)
COMPLETION DATE (Actual) 7/20/84	ACCEPTANCE DATE BY CONRTACT AGENCY 2/7/85	TIME ELAPSED 120 %	CONTRACT TIME Specified completion date

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MILWAUKIE - OREGON CITY SECTION
PACIFIC HIGHWAY EAST (MCLOUGHLIN BLVD)
Grading, Paving & Signals

The project provided for reinstalling of new or upgrading of old signal systems at 7 intersections along the Pacific Highway East. Also, channelization of the main line and side streets including curb and sidewalk construction was accomplished.

A time extension of 39 days was granted. Liquidated damages were charged for 11 days at $225 per day.

The final cost of $1,000,000 exceeded the original authorization of $977,000 by 6 percent

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 1 '85
REFER TO
Fredrickson
FOR
Info Invest R/D D/R Sign Act File

Cy
4/8

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 3/28/85	TITLE Field Operations Engineer	DATE 3/29/85

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

February 21, 1985

Wells-Read-Wood-West Company
415 Morgan Building
720 S. W. Washington
Portland, OR 97205

CON 5
#9708

Gentlemen or Ladies:

Contract No. 9708 awarded to Portland Road and Driveway Company, Inc., for work on the Milwaukie-Oregon City Section of Pacific Highway East in Clackamas County was completed on September 21, 1984, and accepted by the State Highway Division on February 7, 1985.

Final payment in the amount of $15,000.00 will be released to the contractor after February 26, 1985. The total contract amount is $896,818.83, and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
cc: Portland Road and Driveway Co., Inc.
7295 SE King Road
Portland, OR 97222

Great American Insurance Company
Pacific N. W. Regional Office
P. O. Box 21109
Seattle, WA 98111

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

HIGHWAY

SECTION

9708 | 13

FEDERAL AID PROJECT NO.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRE

Type Code	"P" Construction Cost	"N" Construction Cost	"P" Liquidated Damage	"N" Liquidated Damages	Total Cost
Y031	# 866,270.65	# 33,023.18	(# 2,430.45)	(# 44.55)	# 896,818.8

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 02 08 85 PG. 03 9708	TOTAL CONTRACT ITEMS	896818.83	895818.83
PREVIOUS VOUCHER NO. 23872	% RETAINED ON CONTRACT ITEMS	----------	15,000.00
CHECKED BY: JH/CG Amw	FORCE ACCOUNT		
ENGINEER OR AUDITOR G KENNEN	TOTAL PAYMENTS	896,818.83	881,818.83

2-8-85

9708

AYMENT VOUCHER

TE HIGHWAY DIVISION

HIGHWAY	9708	13
	FEDERAL AID PROJECT NO.	
SECTION		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ode "P" Construction Cost	"N" Construction Cost		"P" Liquidated Damage	"N" Liquidated Damages	Total Cost	
1 # 866,270.65	# 33,023.18		(# 2,430.45)	(# 44.55)	# 896,818.83	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
PG. 03 9708	TOTAL CONTRACT ITEMS	896818.83	895818.83	
3872	% RETAINED ON CONTRACT ITEMS	----------	15,000.00	15,000.00
H/CG Rmw	FORCE ACCOUNT			
KENNEN	TOTAL PAYMENTS	896,818.83	881,818.83	15,000.00

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

HIGHWAY

SECTION

9708 13

FEDERAL AID PROJECT NO.

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRE
030	1P CONCRETE CURBS		LIN FT	2.7500	6,797.900	18694.23	18694.23	
031	1P EXTRA FOR ASPHALT	APPROACHES	EACH	300.0000	7.000	2100.00	2100.00	
032	1P EXTRA FOR ASPHALT	PAVING SLOPES	SQ YD	3.5600	1,190.100	4236.76	4236.76	
033	1P ADJUSTING MANHOLES	PA 5	EACH	300.0000	2.000	600.00	600.00	
034	1P ADJUSTING INLETS	PA 5	EACH	75.0000	6.000	450.00	450.00	
036	1P RELOCATING EXISTING	PASSENGR SHLTRS	EACH	600.0000	2.000	1200.00	1200.00	
037	1P MONO-DIRECTIONAL CRYSTAL	TYPE I MARKERS	EACH	3.0000	1,052.000	3156.00	3156.00	
038	1P BI-DIRECTIONAL YELLOW	TYPE I MARKERS	EACH	3.2000	601.000	1923.20	1923.20	
9	1P WHITE TYPE II MARKERS		EACH	2.2500	533.000	1199.25	1199.25	
040	1P TRAFFIC SIGNAL INSTALL	COMPL	LUMP SUM	335000.0000	92.000	308200.00	308200.00	
040	8P TRAFFIC SIGNAL INSTALL	COMPL	LUMP SUM	335000.0000	8.000	26800.00	26800.00	
041	1P FIRE PREEMPTION	SYSTEM COMPL	LUMP SUM	34000.0000	100.000	34000.00	34000.00	
	PRICE AGREEMENT ITEMS							
3001A	1P FIRE PRE-EMP SYSTEM	& TETHER WIRE	LUMP SUM	3883.0000	100.000	3883.00	3883.00	
3002A	1P TRAFFIC SIGNAL REVISIONS		LUMP SUM	1269.4000	100.000	1269.40	1269.40	
3003A	IN GENERAL BACKFILL		TON	4.3000	228.290	981.65	981.65	
3003A	1P GENERAL BACKFILL		TON	4.3000	569.630	2449.41	2449.41	
3004A	1P REMOVE VEHICLE DETECTORS		EACH	361.0000	4.000	1444.00	1444.00	
3005B	1P ADJUST MANHOLES(REV)		EACH	150.0000	11.000	1650.00	1650.00	
3005C	1P ADJUST INLETS(REV)		EACH	70.0000	21.000	1470.00	1470.00	
3005D	1P CAP INLETS(REV)		EACH	65.0000	8.000	520.00	520.00	
3006A	1P TRAFFIC SIGNAL	REVISION	LUMP SUM	1560.0000-	100.000	1560.00-	1560.00-	
3007A	1P TRAFFIC LOOP FEEDER	CABLES	LUMP SUM	2563.0000	100.000	2563.00	2563.00	
	ADJUSTMENT ITEMS							
6001A	1P LIQUIDATED DAMAGES		DAY	225.0000-	50.000	11250.00-	11250.00-	
6001B	1P TIME EXTENSION	APP 1-10-85	DAY	225.0000	39.000	8775.00	8775.00	

DATE 02 08 85 PG. 02 9708

PREVIOUS VOUCHER NO.

CHECKED BY:

ENGINEER OR AUDITOR

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

PAYMENT VOUCHER

ATE HIGHWAY DIVISION

	9708	13
HIGHWAY	FEDERAL AID PROJECT NO.	
SECTION		

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
RETE CURBS		LIN FT	2.7500	6,797.900	18694.23	18694.23	
A FOR ASPHALT	APPROACHES	EACH	300.0000	7.000	2100.00	2100.00	
A FOR ASPHALT	PAVING SLOPES	SQ YD	3.5600	1,190.100	4236.76	4236.76	
STING MANHOLES	PA 5	EACH	300.0000	2.000	600.00	600.00	
STING INLETS	PA 5	EACH	75.0000	6.000	450.00	450.00	
CATING EXISTING	PASSENGR SHLTRS	EACH	600.0000	2.000	1200.00	1200.00	
-DIRECTIONAL CRYSTAL	TYPE I MARKERS	EACH	3.0000	1,052.000	3156.00	3156.00	
IRECTIONAL YELLOW	TYPE I MARKERS	EACH	3.2000	601.000	1923.20	1923.20	
E TYPE II MARKERS		EACH	2.2500	533.000	1199.25	1199.25	
TIC SIGNAL INSTALL	COMPL	LUMP SUM	335000.0000	92.000	308200.00	308200.00	
TIC SIGNAL INSTALL	COMPL	LUMP SUM	335000.0000	8.000	26800.00	26800.00	
PREEMPTION	SYSTEM COMPL	LUMP SUM	34000.0000	100.000	34000.00	34000.00	
CE AGREEMENT ITEMS							
PRE-EMP SYSTEM	& TETHER WIRE	LUMP SUM	3883.0000	100.000	3883.00	3883.00	
TIC SIGNAL REVISIONS		LUMP SUM	1269.4000	100.000	1269.40	1269.40	
AL BACKFILL		TON	4.3000	228.290	931.65	931.65	
AL BACKFILL		TON	4.3000	569.630	2449.41	2449.41	
E VEHICLE DETECTORS		EACH	361.0000	4.000	1444.00	1444.00	
T MANHOLES(REV)		EACH	150.0000	11.000	1650.00	1650.00	
T INLETS(REV)		EACH	70.0000	21.000	1470.00	1470.00	
NLETS(REV)		EACH	65.0000	8.000	520.00	520.00	
TIC SIGNAL	REVISION	LUMP SUM	1560.0000-	100.000	1560.00-	1560.00-	
TIC LOOP FEEDER	CABLES	LUMP SUM	2563.0000	100.000	2563.00	2563.00	
USTMENT ITEMS							
DATED DAMAGES		DAY	225.0000-	50.000	11250.00-	11250.00-	
EXTENSION	APP 1-10-85	DAY	225.0000	39.000	8775.00	8775.00	

5 PG. 02 9708	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

CLACKAMAS 9708 13

HIGHWAY
PACIFIC HWY E (MCLOUGHLIN BLVD)

FEDERAL AID PROJECT NO.
1X 0026032

SECTION
MILWAUKIE-OREGON CITY

970

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION	LUMP SUM	25000.0000	100.000	25000.00	25000.00
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	10000.0000	100.000	10000.00	10000.00
003	1P TEMPORARY SIGNS	SQ FT	12.5000	650.700	8133.75	8133.75
004	1P TEMPORARY BARRICADES	EACH	100.0000	14.000	1400.00	1400.00
005	1P TEMPORARY SAFETY MARKERS	EACH	60.0000	95.000	5700.00	5700.00
006	1P FLAGMEN	HOUR	16.5000	745.500	12300.75	12300.75
007	1P SEQUENTIAL ARROW SIGNS	EACH	2000.0000	2.000	4000.00	4000.00
008	1P CLEARING AND GRUBBING	LUMP SUM	2000.0000	100.000	2000.00	2000.00
009	1P REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	4880.0000	100.000	4880.00	4880.00
010	1P GENERAL EXCAVATION	CU YD	13.6000	3,708.010	50428.94	50428.94
011	1P FILTER FABRIC MEMBRANE	SQ YD	1.3700	5,266.000	7214.42	7214.42
012	1R TRENCH EXCAVATION	CU YD	17.8000	313.300	5576.74	5576.74
013	1P FINISHING ROADBED AND SLOPES	LUMP SUM	4000.0000	100.000	4000.00	4000.00
014	1P FURNISHING AND PLACING TOPSOIL	CU YD	14.0000	150.000	2100.00	2100.00
015	1N COARSE AGGREGATE BASE	TON	8.4300	2,381.660	20077.39	20077.39
015	1P COARSE AGGREGATE BASE	TON	8.4300	1,679.350	14156.92	14156.92
016	1N 3/4"-0 AGGREGATE BASE	TON	8.4300	493.820	4162.90	4162.90
016	1P 3/4"-0 AGGREGATE BASE	TON	8.4300	722.380	6089.66	6089.66
017	1N CLASS C ASPHALT CONCRETE	TON	31.2700	249.480	7801.24	7801.24
017	1P CLASS C ASPHALT CONCRETE	TON	31.2700	6,457.770	201934.47	201934.47
018	1P 15-INCH CULVERT PIPE	LIN FT	17.0000	120.000	2040.00	2040.00
019	1P 8-INCH SEWER PIPE	LIN FT	12.8000	155.000	1984.00	1984.00
020	1P 12-INCH SEWER PIPE	LIN FT	19.9000	824.000	16397.60	16397.60
021	1P CONCRETE MANHOLES	EACH	880.0000	1.000	880.00	880.00
022	1P CONCRETE INLETS TYPE G-2	EACH	325.0000	7.000	2275.00	2275.00
023	1P CONCRETE INLETS TYPE CG-2	EACH	350.0000	21.000	7350.00	7350.00
025	1P GUARD RAIL TYPE 1	LIN FT	17.8500	125.000	2231.25	2231.25
026	1R GUARD RAIL ANCHORS TYPE 1	EACH	410.0000	2.000	820.00	820.00
027	1P RAIL END PIECES TYPE C	EACH	85.0000	2.000	170.00	170.00
028	8P CONCRETE WALKS	SQ YD	9.0000	4,337.100	39033.90	39033.90
029	1P CONCRETE DRIVEWAYS	SQ YD	12.5000	954.000	11925.00	11925.00

DATE 02 08 85 PG. 01 9708	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

PAYMENT VOUCHER

ATE HIGHWAY DIVISION

CLACKAMAS | 9708 | 13

HIGHWAY
PACIFIC HWY E (MCLOUGHLIN BLVD)

FEDERAL AID PROJECT NO.
IX 0026032

SECTION
MILWAUKIE-OREGON CITY

9708
mailed
2/11/85

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LIZATION	LUMP SUM	25000.0000	100.000	25000.00	25000.00	
ORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	10000.0000	100.000	10000.00	10000.00	
ORARY SIGNS	SQ FT	12.5000	650.700	8133.75	8133.75	
ORARY BARRICADES	EACH	100.0000	14.000	1400.00	1400.00	
ORARY SAFETY MARKERS	EACH	60.0000	95.000	5700.00	5700.00	
MEN	HOUR	16.5000	745.500	12300.75	12300.75	
ENTIAL ARROW SIGNS	EACH	2000.0000	2.000	4000.00	4000.00	
RING AND GRUBBING	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
VAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	4880.0000	100.000	4880.00	4880.00	
RAL EXCAVATION	CU YD	13.6000	3,708.010	50428.94	50428.94	
ER FABRIC MEMBRANE	SQ YD	1.3700	5,266.000	7214.42	7214.42	
CH EXCAVATION	CU YD	17.8000	313.300	5576.74	5576.74	
SHING ROADBED AND SLOPES	LUMP SUM	4000.0000	100.000	4000.00	4000.00	
ISHING AND PLACING TOPSOIL	CU YD	14.0000	150.000	2100.00	2100.00	
SE AGGREGATE BASE	TON	8.4300	2,381.660	20077.39	20077.39	
SE AGGREGATE BASE	TON	8.4300	1,679.350	14156.92	14156.92	
-0 AGGREGATE BASE	TON	8.4300	493.820	4162.90	4162.90	
-0 AGGREGATE BASE	TON	8.4300	722.380	6089.66	6089.66	
S C ASPHALT CONCRETE	TON	31.2700	249.480	7801.24	7801.24	
S C ASPHALT CONCRETE	TON	31.2700	6,457.770	201934.47	201934.47	
NCH CULVERT PIPE	LIN FT	17.0000	120.000	2040.00	2040.00	
CH SEWER PIPE	LIN FT	12.8000	155.000	1984.00	1984.00	
NCH SEWER PIPE	LIN FT	19.9000	824.000	16397.60	16397.60	
RETE MANHOLES	EACH	880.0000	1.000	880.00	880.00	
RETE INLETS TYPE G-2	EACH	325.0000	7.000	2275.00	2275.00	
RETE INLETS TYPE CG-2	EACH	350.0000	21.000	7350.00	7350.00	
D RAIL TYPE 1	LIN FT	17.8500	125.000	2231.25	2231.25	
D RAIL ANCHORS TYPE 1	EACH	410.0000	2.000	820.00	820.00	
END PIECES TYPE C	EACH	85.0000	2.000	170.00	170.00	
RETE WALKS	SQ YD	9.0000	4,337.100	39033.90	39033.90	
RETE DRIVEWAYS	SQ YD	12.5000	954.000	11925.00	11925.00	

85 PG. 01 9708	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

9708

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE PORTLAND ROAD & DRIVEWAY CO 7295 SE KING RD PORTLAND OR 97222	VOUCHER DATE 02-08-85	TOTAL AMOUNT $ 15,000.00
CONTRACT NO. 9708	ESTIMATE NO. 13 FINAL	APPROVED: Designated Authority
PERIOD COVERED: TO 07-20-84		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, Jack Cook (Name) CERTIFY THAT I AM President (Capacity) FOR Portland Road & Driveway Co. Inc. (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

J. E. Cook
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

IX - 26 (32)

Form 734-1020X (Rev. 8-81)

FINAL CONTRACT-PAYMENT SUMMARY

CONTRACT NO. 14728

ESTIMATE NO. 125 B

CONTRACTOR [illegible]

FINAL VOUCHER AMOUNT . . . . $ 15,000.00

PLUS INTEREST EARNED ON RETAINAGE DEPOSITED IN INTEREST BEARING ACCOUNT . . . . —

LESS OSHD COSTS FOR ADMINISTERING RETAINAGE (INTEREST BEARING OR SECURITIES) . . . . —

PLUS INTEREST DUE ON FINAL VOUCHER AMOUNT* 922.50

TOTAL DUE CONTRACTOR 15,922.50

*INTEREST FROM 10/21/84 - 2/21/85

(DESIGNATED AUTHORITY)

ESTIMATE NO.	DATE PAID	AMOUNT	AMT. ÷ .2000 = INT./DAY	X TOTAL DAYS	= INTEREST DUE
125	2/10/85	15000.00	7.50	123	922.50

Form 734-1388 (rev. 8-79) **10TH DAY AFTER MAILING.

Rev. 8-2-77

9704

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-148	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County CLACKAMAS
MODIFICATION NUMBER 2		Project Number IX-26(32)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 18, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 989,970	$ 1,020,000
Federal funds	$ 809,194 (178) 32,279 (580)	$ 809,194 (178) 57,805 (580)
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 4, 1985

FEDERAL AID PROJECT NO. IX-26(32)

MILWAUKIE-OREGON CITY
PACIFIC HIGHWAY EAST (McLOUGHLIN BLVD.)
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y031
TRAFFIC SIGNALS, 10 LOCATIONS (MP 6.9 to MP 11.0)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
General Excavation	$ 13.60	2,286	$ 31,089.60	3,708.01	$ 50,428.94	
3/4"-0 Aggregate Base	8.43	500	4,215.00	1,216.195	10,252.52	
SUBTOTALS			$ 35,304.60		$ 60,681.46	
					Increase	$ 25,376.86
					SUBTOTAL from Estimate of October 9, 1984	872,220.65
					SUBTOTAL	$ 897,597.51
					Engineering	122,402.49
					TOTAL	$1,020,000.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS	FIRE PROT. DIST.
Traffic Signals	178	$ 951,994	$809,194	$ 99,850	$37,850	$5,100
Traffic Signals	580	68,006	57,805	10,201	--	--
TOTAL		$1,020,000	$866,999	$110,051	$37,850 *	$5,100

Group 1: 91%; Group 8: 9%
Contract No. 9708
Prefix: 3-1918
Prefix: 3-1059

RHZ:pf

* Maximum County Expenditure

9708

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-176	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
	10-16-84	County Clackamas
MODIFICATION NUMBER 1		Project Number IX-26(32)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 18, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 951,994.00	$ 989,970.00
Federal funds	$ 809,194.00	$ 809,194.00 (178) 32,279.00 (580)
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~y For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 9, 1984

FEDERAL AID PROJECT NO. IX-26(32)

MILWAUKIE-OREGON CITY
PACIFIC HWY. E. (MC LAUGHLIN BLVD.)
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y031
TRAFFIC SIGNALS, 10 LOCATIONS
(M.P. 6.9 to M.P. 11.0)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class C Asphalt Concrete	$ 31.27	4,650	$ 145,405.50	5,720	$ 178,864.~~0~~40
		Subtotal	$ 145,405.50		$ 178,864.~~0~~40

Increase	$ 33,458.90
Subtotal of Previous Estimate	838,761.75
Subtotal	$ 872,220.65
Engineering	117,749.35
Total	$ 989,970.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds	Fire Prot. Dist.
Traffic Signals	178	$ 951,994	$ 809,194	$ 99,850	$ 37,850	$ 5,100
Traffic Signals	580	37,976	32,279	5,697	----	----
Total		$ 989,970	$ 841,473	$ 105,547	$ 37,850*	$ 5,100

Group 1 - 91%   Group 8 - 9%
Contract No. 9708
Prefix: 3-1918
Prefix: 3-1059
WH:bkb

*Maximum County Expenditure

9708

5

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State	Oregon
MONTHLY TRANSACTION NO. 10-115	FEDERAL-AID PROJECT AGREEMENT 10 18 83	County	Clackamas
		Project	IX-26(32)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Milwaukie-Oregon City

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-83	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 85.0%
$ 951,994.00	$ 809,194.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 10-18-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 21, 1983

Federal-Aid Project No. IX-26(32)

Milwaukie-Oregon City Section
Pacific Hwy. East (McLoughlin Blvd.)
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signals, 10 Locations (M.P. 6.9 to M.P. 11.0)

Mobilization		All Required		$ 25,000.00
Temporary Protection and Direction of Traffic		All Required		10,000.00
Temporary Signs	580	Sq. Ft.	12.50	7,250.00
Temporary Barricades	12	Each	100.00	1,200.00
Temporary Safety Markers	100	Each	60.00	6,000.00
Flagmen	800	Hour	16.50	13,200.00
Sequential Arrow Signs	2	Each	2,000.00	4,000.00
Clearing and Grubbing		All Required		2,000.00
Removal of Structures and Obstructions		All Required		4,880.00
General Excavation	2,286	Cu. Yd.	13.65	31,089.60
Filter Fabric Membrane	2,700	Sq. Yd.	1.37	3,699.00
Trench Excavation	322	Cu. Yd.	17.80	5,731.60
Finishing Roadbed and Slopes		All Required		4,000.00
Furnishing and Placing Topsoil	80	Cu. Yd.	14.00	1,120.00
Coarse Aggregate Base	2,600	Ton	8.43	21,918.00
3/4"-0 Aggregate Base	500	Ton	8.43	4,215.00
Class "C" Asphalt Concrete	4,650	Ton	31.27	145,405.50
15-inch Culvert Pipe	120	Lin. Ft.	17.00	2,040.00
8-inch Sewer Pipe	184	Lin. Ft.	12.80	2,355.20
12-inch Sewer Pipe	714	Lin. Ft.	19.90	14,208.60
Concrete Manholes	1	Each	880.00	880.00
Concrete Inlets, Type G-2	4	Each	325.00	1,300.00
Concrete Inlets, Type CG-2	24	Each	350.00	8,400.00
Concrete Inlets, Type B	4	Each	325.00	1,300.00
Guard Rail, Type 1	125	Lin. Ft.	17.85	2,231.25
Guard Rail Anchors, Type 1	2	Each	410.00	820.00

Rail End Pieces, Type C	2	Each	85.00	170.00
Concrete Walks	5,011	Sq. Yd.	9.00	45,099.00
Concrete Driveways	1,387	Sq. Yd.	12.50	17,337.50
Concrete Curbs	6,760	Lin. Ft.	2.75	18,590.00
Extra for Asphalt Approaches	4	Each	300.00	1,200.00
Extra for Asphalt Paving Slopes	900	Sq. Yd.	3.56	3,204.00
Adjusting Manholes	19	Each	300.00	5,700.00
Adjusting Inlets	26	Each	75.00	1,950.00
Capping Inlets	13	Each	250.00	3,250.00
Relocating Existing Passenger Shelters	2	Each	600.00	1,200.00
Mono-Directional Crystal Type 1 Markers	1,020	Each	3.00	3,060.00
Bi-Directional Yellow Type 1 Markers	350	Each	3.20	1,120.00
White Type II Markers	650	Each	2.25	1,462.50
Traffic Signal Installation, Complete		All Required		335,000.00
Fire Preemption System, Complete		All Required		34,000.00
Sod Lawn				3,000.00
				$ 779,586.75

Anticipated Items

Permanent Pavement Striping	All Required		$ 9,500.00
Temporary Pavement Striping	All Required		2,500.00
Temporary Erosion Control	All Required		1,000.00
State Furnished Software	All Required		7,000.00
Roadside Seeding & Mulching	All Required		500.00
Signal Control Testing	All Required		13,025.00
"OPTICOM" Testing	All Required		650.00
Turn-On	All Required		5,000.00
			$ 39,175.00
		Subtotal	$ 838,761.75
		Engineering	113,232.25
		Total	$ 951,994.00

Retained in Program

Permanent Signing	All Required	$ 12,000.00
Left & Right Turn Arrows and Thru Arrows	All Required	10,000.00

Federal Funds (85%)	$ 809,194.00
State Funds	68,850.00
Oak Lodge Fire Protection Dist. No. 51	5,100.00
County Funds	68,850.00
Total Funds	$ 951,994.00

Group 1 91%; Group 8 9%
Contract No. 9708
Prefix: 3-1918
Prefix: 3-1059

2208

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-26(32)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Clackamas

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-14-85

4. PROGRAM NO.:

5. ITEM NO.: 10120

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/2/84	Primary 26	Primary 1E

10. GENERAL LOCATION:

Milwaukie - Oregon City Section

11. GENERAL DESCRIPTION OF WORK

Withdraw SFO #6 approval

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 1/2/85 the withdrawal of SFO #6 for a credit to the subject project in amount of $3,883; Federal Funds $3,300 is approved.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to
1/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/14/85	G. K. Hossner	for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 10, 1985

In Reply Refer to
File No.:

CON 5

Portland Road & Driveway Co., Inc.
7295 SE King Road
Portland, OR 97222

Re: Time Extension Request
Milwaukie-Oregon City Section
Contract No. 9708
FAP No. IX-26(32)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You have requested an additional 39 calendar days of contract time due to delays encountered in performing the work required under Price Agreement No. 7. Your request appears valid and a contract time adjustment of an additional 39 calendar days is granted.

The adjusted contract time of completion for this project is July 9, 1984. There remains 11 calendar days of liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Gary Kennen w/att.
FHWA w/att.
Bruce Walton

TE/130

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: November 29, 1984

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: MILWAUKIE-OREGON CITY PROJECT
Contract No. 9708

Attached is a Contractor's Request for Adjustment of Contract Time in which the contractor is asking for a 39 day time extension. The contractor is basing his request upon the fact that we requested him to change detector loop installations from being installed prior to the asphalt overlay to being installed after the 1" overlay. He has included an explanation on the time extension form and on a chart he has made to support his arguments. P.A. #7

Gary Kennen has listed some pertinent dates regarding this contract and has included his analysis and recommendation in his letter. The contract had a specified completion date of May 31, 1984, and project work was completed on July 20, for a 50 day overrun.

I think there is some merit to the contractor's reasoning and to his request. If he had been allowed to saw the loops before the asphalt overlay he could have sawed the loops at any time prior to paving. With our request to put the loops in after the 1" overlay, the contractor would logically wait until all the intersections were paved and then bring the saw-cutting equipment and sub-contractor in.

Gary Kennen's analysis seems to logical and reasonable, in which he recommends considering granting 20 days for the actual work in cutting the loops and an additional consideration for the wet June of this year. June of 1984 was an extremely wet month in which we received slightly over 4" of rain, which is a record amount of rainfall for this month.

I recommend we grant the contractor 39 days as he requested and as Gary Kennen has suggested. If you need more data or more specific information please let me know.

MC/gw
Attachment
cc Gary Kennen

RECEIVED
NOV 30 1984
CONSTRUCTION SECTION
CE CAE COE OM CP EEO LS TC SA CC FE MA QCS FILE

1-9-85

W. E. Schwartz -

The original contract allowed the dector loops to be instaled any time between Sept. 22 & May 31, at the convience of the contractor. He could pick his days to do this work. P.A. 7 required the contractor to do this work in a narrow window of time near the end of the job. He lost the flexibility provided by the contract. Under these conditions I think we assume responsibility for weather delays. I therefore recommend a time extension of 39 C.D. due to work done under P.A. 7.

9708

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 11/7/84

PURCHASE ORDER NUMBER

☐ PARTIAL ☐ FINAL

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER [illegible]

BILL TO:

City of Milwaukie

11022 SE 37th

Milwaukie, OR 97222
Attn: Chief Baily

CODE MILWAUK

CREDIT DISTRIBUTION

[illegible]	302.47
[illegible]	302.47
[illegible]	<302.47>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Installation of Fire Pre-empt System at Bluebird St. and McLoughlin Blvd. Intersection as requested by City of Milwaukie Fire Dept.	
[illegible] IX-26(32) Contract # [illegible]	
Payment to Contractor - [illegible] Payment #1 - [illegible] Pre-empt	$ 5,882.00
Opticom [illegible]	
[illegible] $ 100.00	
[illegible] 50.00	150.00
Total Cost of [illegible] at Bluebird Intersection	$ 6,032.00
Less Federal Funds [illegible] participation	<5,428.05>
	$ 604.95
Less State Share [illegible] (50%)*	<302.48>
Milwaukie [illegible]	$ 302.47
*State to share [illegible] (Milw.)	
Invoice [illegible]	

CODE ______ INVOICE # ______

ADVANCE DEPOSIT AMOUNT $ ______

ADVANCE DEPOSIT PREVIOUSLY TRANSFERRED TO HIGHWAY FUND $ ______

BALANCE $ ______

TRANSFER TO HIGHWAY FUND $ ______

REFUND DUE $ ______

AMOUNT DUE $ 302.47

SUBMITTED BY [illegible]

APPROVED BY

Billing on Fire-Preemption -
Bluebird Interchange -

Per memo from L.E. George - Milwaukie to pay portion of match Funds - determined intent to be 50% per Bruce Taylor, Traffic.

Testing - Information from Leon Stormo
Charged $150 for Pre-emp system at Bluebird -
$100 for one discriminator and
$25 each for 2 105 Detectors

9708

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
140361	11/7/84		CA 3499

CODE: MILWAUK

•
•CITY OF MILWAUKIE
•11022 SE 37TH
•MILWAUKIE OR 97222
ATTN: CHIEF BAILEY

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	322	00			302.47
3-1059	296	00	000		302.47
3-1059	299	00	000		(302.47)

DESCRIPTION		TOTAL PRICE
INSTALLATION OF FIRE PRE-EMPT SYSTEM AT BLUEBIRD ST. AND MCLOUGHLIN BLVD. INTERCHANGE AS REQUESTED BY CITY OF MILWAUKIE FIRE DEPT.		
1x-26(32) CONTRACT #9708		
PAYMENT TO CONTRACTOR		
PRICE AGREEMENT #1 - FIRE PRE-EMP		3,883.00
"OPTICOM" TESTING		
ONE DISCRIMINATOR	100.00	
TWO 105 DETECTORS @ $25 EACH	50.00	150.00
TOTAL COST OF PRE-EMPTION AT BLUEBIRD INTERSECTION		4,033.00
LESS: FEDERAL FUNDS AT 85% PARTICIPATION		(3,428.05)
		604.95
LESS: STATE SHARE OF MATCH MONEY (50%)*		(302.48)
MILWAUKIE FIRE DISTRICT SHARE OF MATCH FOR PRE-EMPTION		302.47

*STATE TO SHARE MATCH PER MEMO FROM L.E. GEORGE (9/16/83)

INVOICE PREPARED BY ROSALYN WICKHAM PH. 378-6232

110.00 ACCT.

734-1150 (7-81)

9708

004 f

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Milwaukie -- Oregon City	WEEK ENDING September 29, 1984	SECTION PREFIX 003-1059
HIGHWAY Pacific Hwy East (McLoughlin Blvd.)	COUNTY Clackamas	
NAME OF JOB Milwaukie -- Oregon City	KIND OF WORK Grading, Paving, and Signals	
CONTRACTOR Portland Road and Driveway	CONTRACT NUMBER 9708	FEDERAL AID PROJECT NUMBER IX-26(32)
DATE OF CONTRACT September 22, 1983	DATE WORK STARTED November 9, 1983	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 976,964.59	SPECIFIED COMPLETION DATE May 31, 1984	PERCENT OF TIME ELAPSED 120
EXCLUSIVE OF ENGINEERING $ 899,496.03	ENGINEERING AUTHORIZATION $ 77,468.56	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 904,043.27	ENGINEERING COST TO DATE $ 104,383.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104
ESTIMATED PERCENT OVERRUN UNDERRUN 0.5 %	PERCENT OF AUTHORIZATION 135 %	DATE PROJECT WAS COMPLETED July 20, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.90	4.90			4.90
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2286 CY	3100 T			4650 T
TOTAL QUANTITIES CORRECTED TO DATE	3708 CY	5300 T			6707 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3708 CY	5300 T			6707 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Guardrail	Walks & Curbs	Signals	Fire Pre-Emp.	Sod Lawn			
PERCENT	100	100	100	100	Deleted			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P Cloudy	0		
MONDAY	P CLoudy	0		
TUESDAY	P Cloudy	0		
WEDNESDAY	P Cloudy	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

CE F CAE RECEIVED LS TC
COE OM SA CC
CA OCT 0 1 1984 FE
CAM MA
CP CONSTRUCTION OCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: No activity. Project complete.

ANTICIPATED: Semi-final to be submitted by 9-26-84.

Final Report

SIGNED Robert Stevens for Gary Kennen LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

97[illegible]

September 4, 1984

Portland Road & Driveway Co., Inc. COM 5
7295 S.E. King Road
Portland, OR 97222

Time Extension Request
Milwaukie-Oregon City
FAP No. IX-26(32)
Contract No. 9708

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 30 calendar days of contract time due to nonperformance of your subcontractor's signal pole supplier.

Selection of material suppliers is the responsibility of the contractor and is within his control. Therefore, nonperformance by a contractor, or subcontractor, selected material supplier is not a bona fide reason for adjustment of contract time and your request must be denied.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
Operations Branch

bc C. O. Fredrickson
Al Harwood
Gary Kennen

COF:WES:ja

9708

t

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Milwaukie-Oregon City Section
Pacific East Highway, Clackamas County
Contract No. 9708

This federal aid project was recently completed and it is apparent that the final cost will exceed the project authorization by $48,700.00 or 5.0 percent.

Contract plans indicated a one-inch thick overlay for the project with no provision for leveling of the existing surface. Wheel ruts in the travel lanes were deeper than one inch in many places and it was necessary to place additional material in order to obtain the required smooth roadway surface. The additional paving material added more than $60,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $48,700.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Gary Kennen
B. M. Walton
W. F. Cobine

O.K. - WES

NOTED
W. E. SCHWARTZ

RECEIVED
ASST HWY ENGR

AUG 9 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 8, 1984

In Reply Refer to File No.: CON 5

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Milwaukie-Oregon City Section
Pacific East Highway, Clackamas County
Contract No. 9708

This federal aid project was recently completed and it is apparent that the final cost will exceed the project authorization by $48,700.00 or 5.0 percent.

Contract plans indicated a one-inch thick overlay for the project with no provision for leveling of the existing surface. Wheel ruts in the travel lanes were deeper than one inch in many places and it was necessary to place additional material in order to obtain the required smooth roadway surface. The additional paving material added more than $60,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $48,700.00 to a new total of $1,025,664.59. This matter will be on the consent calendar for the August 21 meeting.

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

9708 t

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-26(32)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10120

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/2/84

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Milwaukie - Oregon City Section

11. GENERAL DESCRIPTION OF WORK
Credit to Project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 5/18/84 this will confirm the advance approval date of 3/2/84 to credit the subject project for work performed for the City of Milwaukie under Price Agreement No. 1 at a TEC of $3,883; Federal Funds $3,300. (SFO #6)

RECEIVED
STATE HWY ENGR
JUN 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
7/29

14. DATE 6/27/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

~~Att.~~

PART 4 — SURVEY AUTHORITY

Mult/Clackamas Co

KEY ID#

SECTION Union/Grand Viaduct-S.E. River Road, Mult./Clack. Counties

REGION Metro Region

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	26-1926	6/14/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 179,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT		21,000	916 PHOTO-GRAMMETRY		200	934 GEOLOGY		
903 LOCAL GOVERNMENT		22,200	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		10,000
905 FINAL DESIGN			920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		5,000	922 ADMIN. SERVICES		300	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		148,000	950 TRAINING		2,200
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		34,000	925 AIR MONITORING		500	960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		16,500
913 RIGHT-OF-WAY LIAISON		13,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,000	932 RAILROAD & UTILITIES					

TOTALS	$	$458,200
PREVIOUS AUTHORIZATION		$ 400,000
ADD. AUTH. REQUIRED		$ 58,200

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IX-26(20)

LOCATION ENGINEER'S REMARKS

State to perform engineering through final environmental impact statement and federal approval from M.P. 1.31 to M.P. 5.66 - a distance of 4.35 miles.

This request is a redistribution of already approved (by FHWA) spending authority.

1 Versteeg ✓
Anderson
Adams
Macnab
2 ~~Edwards~~ Kuehn
Turpin
3 Trout
Wakerlig

RECEIVED
SEP 28 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

PREPARED BY Paul D. Singer	DATE 9-18-84	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE 9/25/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 9/18/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-17-80	

734-1914 (7-82)

2208

rll

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-26(32)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
5-2-84

4. PROGRAM NO.

5. ITEM NO.
10120

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
2/15/84

8. FEDERAL ROUTE NUMBER
Primary 26

9. STATE ROUTE NUMBER
Primary 1E

10. GENERAL LOCATION:
Milwaukie - Oregon City Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install pavement markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/15/84 as requested in Mr. Fredrickson's letter of 4/24/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $10,000, Federal Funds $8,500.

RECEIVED
STATE HWY ENG
MAY 4 '84
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act

Orig. to
5/7

14. DATE
5/2/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9708 F

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-26(32)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10120

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/9/84

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Milwaukie - Oregon City Section

11. GENERAL DESCRIPTION OF WORK
Permanent Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/9/84 as requested in Mr. Fredrickson's letter of 3/28/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,525 Federal Funds $1,296.

RECEIVED
STATE HWY ENGR
APR 11 '84
REFER TO Potter
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

Orig to 4/11

14. DATE 4/3/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7101

1-P

ORDER FOR FORCE WOR

ORDER No. 6

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Portland Road and Driveway Co CONTRACT No. 9708
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Milwaukie-Oregon City DATE 27 February, 19 84

HIGHWAY Pacific E. (McLoughlin Blvd) FAP No. IX-26(32)

COUNTY Clackamas PREFIX 3-1059 FUNCTION ~~270~~ 291 -06

DESCRIPTION OF WORK TO BE DONE: Credit contract for installation of Fire Pre-Empt System at Bluebird/McLoughlin Blvd. as requested by City of Milwaukie Fire Department. (Refer Price Agreement Number 1)

LOCATION BY STATION NUMBERS:

Intersection of Bluebird St and McLoughlin Blvd

ESTIMATE OF QUANTITIES & COSTS:

92006	Credit contract for Fire Pre-Emp System Inst. 203-8207	(-)3883.00

EXPLANATION:

Work to be completed by contractor under Price Agreement Number 1.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 976,964.59
Present estimate of costs including work under this Force Order	$ 951,828.24
Estimated ~~Overrun~~ Underrun Amount	$ 25,136.35
Estimated ~~Overrun~~ Underrun Percent	2.6

SUBMITTED BY:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Region Engineer

APPROVED: 3-2-84
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Contract Accounting

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF REQUEST: 6/12/85

DATE OF ORIGINAL TRANSACTION:

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)

VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW NO.
ON REF. ①	220-8225	296	00	000		11673	37	220-8425	296	00	000		11673	37	
✓ ✓ ①	220-8425	299	00	000		11673	37	220-8225	299	00	000		11673	37	
LUMP SUM ②	3-1059	291	06	162	P	3883	00	203-8207	199		719		3883	00	
					TOTAL	27229	74					TOTAL	27229	74	

REASON FOR THIS REQUEST:
① To correct credit distribution on CAO-84-452 billed by Maintenance. Invoice 140597 cancelled - duplicate billing per Marilyn McHugh. ② To reverse previous Transfer of Fire District Costs for which District was not responsible for paying. 1X 26(32) Contr. 9708.

PREPARED BY: Anne Hernandez

APPROVED: Peterson

Form 734-1087 (Rev. 3/80)

SP*71114-734

9708

RAMSAY, STEIN, FEIBLEMAN & MYERS
ATTORNEYS AT LAW
544 FERRY STREET S.E.
SALEM, OREGON 97301

(503) 399-9776

GILBERT B. FEIBLEMAN
RICHARD C. STEIN
RAYMOND M. RAMSAY
A. CARL MYERS

December 21, 1983

The State of Oregon
Transportation Division
438 Transportation Building
Salem, OR 97310

Re: Project - McLoughlin Blvd. #9708
Project address - The cities of Milwaukie and Oregon City, County of Clark, State of Oregon Marion County, Oregon

Gentlemen:

This office represents Eoff Electric Company, Inc. One of the routine services we perform for our client is to insure that its right to payment is secured when it supplies materials to a job site. We are sure you realize that this letter is not intended to reflect adversely upon any individual or firm connected with this project; but rather that it is simply good business practice to protect our client's rights.

Therefore, please be informed that our client has commenced to deliver electrical materials, supplies, and equipment to the above-referenced project at the request of W. R. Grasle of Portland, Oregon. In the event our client does not receive full payment for said materials, it shall submit a claim against the contractor's bond, with Portland Road & Driveway of Milwaukie, Oregon as principal and Safeco Insurance Company as surety, pursuant to Chapter 279 of the Oregon Revised Statutes.

If you have any questions regarding this notice, please feel free to contact me at the address given above.

Thank you.

Sincerely,

RAMSAY, STEIN,
FEIBLEMAN & MYERS
Raymond M. Ramsay (sk)
Raymond M. Ramsay

RMR:sk

cc: Eoff Electric Company, Inc.
Portland Road & Driveway of Milwaukie, Oregon
W. R. Grasle of Portland, Oregon
Safeco Insurance Company
CERTIFIED MAIL NO. P 227248938

RECEIVED
DEC 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec

RECEIVED
DOT DIRECTOR
DEC 22 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

7708 3-1918

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 12-7-83 **VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**	STATE VOUCHER NO.
	FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY *(For use of Paying Office)*
ADDRESS Capitol Bldg. Salem, OR 97310	

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 2/18/81	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO. IX-26(25)
	TO 8/3/83	☒ FINAL VOUCHER (*)	

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$135,579.25	$134,888.83	85%	$114,655.51	$114,655.51	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Controller	12/7/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$ 0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Milwaukie-Oregon City Section Pacific Highway East in Clackamas County					
	Preliminary Engineering Type Code P.E.					
	State	All	Required		$134,888.83	
	Total Participating Preliminary Engineering				$134,888.83	
	Nonparticipating Project Cost					
	State (P.E.)	All	Required		690.42	
	Total Project Cost				$135,579.25	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/8/83.					
	AMOUNT CARRIED FORWARD					

```
                                    TOT        P1
                                    TOT        N1                                  17.12              283.99
                                 ** JOB TOTALS **                      **          17.12  **       16,115.21  **

MILWAUKIE-OREGON CITY       CONT NO     * FA PROJ NOS X10 0026025 100                                              STATE
                                 003    1918     296     00 N 9  Tr. St.             31,582.58CR       125,278.74CR
                                 003    1918     297     00 N 9  "   Co               5,273.23          10,623.23
                                 003    1918     298     00 N 9  "   Fed             26,309.35         114,665.51
                                 003    1918     901     00 P 1  Proj. Mgr              240.62          63,131.02
                                 003    1918     901     00 N 1  "     "                                    690.42
                                 003    1918     905     00 P 1  Fin. Des             6,228.00          19,593.80
                                 003    1918     906     00 P 1  Br. Des                                 2,140.66
                                 003    1918     909     00 P 1  R/w Desc.                               1,780.40
                                 003    1918     910     00 P 1  Reg. Geol.                                143.40
                                 003    1918     911     00 P 1  Tr. Sec.             9,681.14          35,156.46
                                 003    1918     912     00 P 1  Landscape Sec.                            188.48
                                 003    1918     913     00 P 1  R/w Liais.                              1,995.89
                                 003    1918     914     00 P 1  Req. Ut. Liaiz.        737.49           1,395.39
                                 003    1918     916     00 P 1  Photogr.                                  452.75
                                 003    1918     918     00 P 1  Location                                  364.68


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                       JANUARY 1984         PAGE  488

                                                                                  FISCAL             GRAND TOTAL
      DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH  YEAR TO DATE           TO DATE
                                 003    1918     920     00 P 1  Prog. Sec.              438.46             513.67
                                 003    1918     921     00 P 1  Specs.                2,425.15           2,561.05
                                 003    1918     922     00 P 1  Adm. Serv.               34.14              34.14
                                 003    1918     923     00 P 1  Env. Sec.                74.70             200.49
                                 003    1918     932     00 P 1  R/w Ut. Engr.            55.87             155.21
                                 003    1918     933     00 P 1  Surface Des. Engr.                          105.66
                                 003    1918     936     00 P 1  Req. Tr.                500.49           2,827.58
                                 003    1918     938     00 P 1  Req. Env.                                     7.39
                                 003    1918     950     00 P 1  Training Courses         80.79           2,059.77
                                 003    1918     950     00 N 1  "        "               60.75CR
                                 003    1918     961     00 P 1  Adm. Leave.                                  80.94
                                                 TOT        P1                     20,496.85         134,888.83
                                                 TOT        N1                         60.75CR           690.42
                                              ** JOB TOTALS **                 **  20,436.10  **     135,579.25  **

CLACKAMAS TOWN CENTER SIGS  CONT NO     * FA PROJ NOS X10 000C023 100                                              STATE
                                 003    1919     296     00 N 9                                       12,530.00CR
                                 003    1919     298     00 N 9                                       10,530.00
                                 003    1919     299     00 N 9                                        2,000.00
                                 003    1919     901     00 P 1                                        4,698.17
                                 003    1919     901     00 N 1                                          137.33
                                 003    1919     905     00 P 1                                          206.04
                                 003    1919     911     00 P 1                                        5,570.35
                                 003    1919     914     00 P 1                                          492.74
                                 003    1919     918     00 P 1                                            6.00
```

801
BILLING NUMBER 31

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

02/23/84

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
001-1964	1	F	-0070-001 APPR-010	70,695.00	53,346.11	53,120.04	88.15	46,825.32	46,825.32		
001-1966	1	HES	-0070-002 APPR-141	6,120.00	6,255.65	6,056.07	90.00	5,450.46	5,450.46		
001-1978	1	BRF	-8803-003 APPR-118	24,000.00	197.36	197.36	80.00	157.89	157.89		
001-1979	1	BRF	-8803-005 APPR-118	24,000.00	94.50	94.50	80.00	75.60	75.60		
002-1934	1	RF	-0150-015 APPR-073	46,520.00	10,786.27	9,671.08	78.19	7,561.82	7,561.82		
	2	F	-0150-015 APPR-010	266,391.00	337,955.68	337,955.68	78.19	264,247.55	264,247.55		
002-1934	PREFIX TOTALS			312,911.00	348,741.95	347,626.76		271,809.37	271,809.37		
0[illegible]951	1	F	-0901-001 APPR-010	303,855.00	309,700.96	309,364.54	85.80	265,434.78	265,434.78		
002-1964	1	F	-0901-003 APPR-010	56,680.00	51,671.34	51,593.88	88.15	45,480.01	45,132.25		347.76
002-1968	1#	F	-0901-004 APPR-010	21,855.00	24,784.53	24,784.53	88.18	21,855.00	21,855.00		
002-1969	1	F	-0010-004 APPR-010	89,030.00	57,872.16	57,834.20	88.15	50,980.85	50,980.85		
002-1971	1	HES	-2101-006 APPR-141	7,200.00	3,850.03	3,850.03	90.00	3,465.03	3,465.03		
002-1972	1	F	-0010-005 APPR-010	21,861.00	8,351.18	8,286.88	88.15	7,304.88	7,304.88		
002-1973	1	F	-0010-006 APPR-010	20,538.00			88.15				
003-1902	1	XI	-9565-007 APPR-823	42,500.00	54,347.98	53,608.05	85.00	45,566.84	42,500.00	3,066.84 B	
	2	X10	-9565-007 APPR-772	17,000.00	20,000.00	20,000.00	85.00	17,000.00	17,000.00		
	3	X10	-9565-007 APPR-580	35,105.00	41,300.00	41,300.00	85.00	35,105.00	35,105.00		
003-1902	PREFIX TOTALS			94,605.00	115,647.98	114,908.05		97,671.84	94,605.00	3,066.84	
003-1905	1#	M	-9565-008 APPR-W36	13,959.97	16,115.21	15,831.22	88.18	13,959.97	13,959.97		
0[illegible] 1918	1#	X10	-0026-025 APPR-772	114,655.51	135,579.25	134,888.83	85.00	114,655.51	114,655.51		
003-1919	1#	X10	-000C-023 APPR-772	10,530.00	12,525.56	12,388.23	85.00	10,530.00	10,530.00		
003-1920	1	NRD	-0032-001 APPR-174	3,000.00	490.74	490.74	75.00	368.06	368.06		
003-1927	1	F	-0026-028 APPR-010	32,710.00	11,852.59	11,852.59	88.18	10,451.61	10,451.61		
003-1928	1	F	-0024-034 APPR-010	125,214.00	78,800.18	77,973.97	88.18	68,757.45	68,665.54		91.91
003-1929	1	HES	-9713-005 APPR-141	9,000.00	5,289.12	5,289.12	90.00	4,760.21	4,760.21		
003-1931	1	HES	-0024-035 APPR-141	8,100.00	5,994.93	5,994.93	90.00	5,395.44	5,395.44		

9758

City of Portland

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. H. VERSTEEG
Road Design Engineer

DATE: November 17, 1983

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: UNION/GRAND VIA S.E. RIVER ROAD
McLOUGHLIN BLVD.
TACOMA ST. INTERSECTION

1 Versteeg ✓
Anderson
3 Adams 1
Macnab
2 Heudenmeyer
[illegible]
Trout
Wakerlig

RECEIVED
NOV 18 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

I asked Tom Schwab to analyze the design submitted by your staff for the Tacoma St. intersection. Attached is a copy of that report which indicates that the traffic volumes and 8-phase signal will not allow it to work at a satisfactory level of service.

We are proceeding with the concept that an overpass is the only long-range acceptable solution.

ELH/cp
Attachment

STATE OF OREGON **INTEROFFICE MEMO**

TO: BOB HEARD
Project Coordinator

DATE: November 9, 1983

FROM: THOMAS H. SCHWAB
Transportation Analysis Manager

File: 26-1926

SUBJECT: Traffic Analysis
At-Grade (4-way)
Intersection Design
City of Portland

We have analyzed the recent design for the McLoughlin at Tacoma Street intersection as prepared by the Salem Design Unit. The design is a simple four-way intersection layout controlled by a traffic signal. Separate left-turn lanes are provided on all four approach legs and will require an eight-phase signal operation. The design also provides three-through traffic lanes each direction on McLoughlin Boulevard, and two-through lanes each direction on Tacoma Street.

The analysis of existing travel through the McLoughlin/Tacoma intersection shows that the suggested design will operate at an "E-F" service level (V/C ratio=1.00). Current operation with two lanes each way on McLoughlin and a single lane each way on Tacoma with the two-phase signal is "E-F" (V/C ratio=0.98).

Although the overall lane capacity would be increased by 50 percent, the green-time available to McLoughlin Boulevard and the side street must be reduced to provide green-time for the left-turn traffic. The end result shows the increased capacity due to added lanes is lost to the added green-time and amber-time required for the eight-phase operation. The increase in lane capacity on McLoughlin Boulevard gained from the suggested design is used up by the left-turn traffic volume which is provided for with the design. The increased capacity on Tacoma Street by the added through lane is lost to the left-turn phase and the added amber times.

Although the suggested four-way intersection designwould provide a standard intersection with ease of signing and of reasonable driver expectancy, it is concluded the level-of-service provided is not improved from the current two-phase operation. Analysis of forecast traffic volume shows an "F" level-of-service can be expected.

This design has been considered in the past but rejected because of the poor level-of-service obtained. It is recommended that no additional work by carried out for a four-way intersection design since it is not possible to provide the traffic lanes necessary for this type of intersection design.

pa

cc Jim McClure

5

November 7, 1983

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7470

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for an interstate transfer project on the Milwaukie-Oregon City Section of the Pacific Highway East (McLoughlin Boulevard).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Att.

cc: Gary Potter (agree. attached)

STATE OF OREGON

INTEROFFICE MEMO
26-1926

TO: MEMO TO THE FILE

DATE: October 19, 1983

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: TACOMA STREET IMPROVEMENT
McLOUGHLIN BLVD. PROJECT

RECEIVED
TECHNICAL SERVICES
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Info

In Scott Coulter's absence I discussed the status of the McLoughlin Blvd. project, especially the Tacoma St. improvement, with Fred Miller. The pertinent points are these:

1. ODOT went to a hearing a year and a half ago with an at-grade solution at Tacoma shown with an overpass as an option. The testimony we received came through loud and clear, the people testifying didn't think the at-grade would do the job and they wanted us to do a permanent fix at Tacoma with a structure.

2. Last August, while we were in the midst of obtaining approval for the overpass design from the City of Portland, City of Milwaukie, Multnomah County and Clackamas County, Multnomah County chose to, on their own, hire a consultant (Bob Conradt) to do a study to see if a less expensive at-grade alternative to the overpass was available.

3. Conradt's report was received several months ago with some conceptual ideas of how traffic might be handled with at-grade solutions. The technical advisory committee (TAC) has met several times, narrowed these various alternatives presented to three---numbers 14, 15 and 18---that seem to have some promise. At that point ODOT took those concepts and developed them to the point where they are comparable to the overpass in terms of cost and right-of-way impacts. By this I mean we took Conradt's suggestion that X number of lanes be put through whatever intersections were involved and developed that to determine what the lead-in and lead-out distance for those lanes would be, how many signals would be involved, what right-of-way impacts were involved, etc. One factor that bears on all of this is the Southern Pacific rail crossing of Tacoma is very close to McLoughlin, so that when you try to crowd many lanes across Tacoma the presence of the rail crossing is an important factor on how well this design works.

4. The study is at the point where ODOT is to supply all the various jurisdictions with detail plans of the Conradt alternatives, along with updated versions of our own, including a new concept whereby McLoughlin would be carried over the top of Tacoma, for their review and comment. My own opinion of the Conradt alternatives are that they are very marginal in terms of an acceptable traffic-handling solution, so I have had a review made of these alternatives by Jim McClure with Mr. Versteeg and his staff, and Dwayne Hofstetter. The comments that we received from that review strengthen my feelings about the quality of these solutions (see attached memo from Jim McClure).

(over)

81-125-1387

5. Before we go any further "carrying" these alternatives, I want to make sure that we would build any of them. Because of the technical and political implications of a decision to reject any of them at this point, since they are the children of Multnomah County, I want to have what I have termed an "administrative review" of the alternatives in order to determine what our position ought to be. Mr. Miller concurred that that would be appropriate. Accordingly, I've scheduled a meeting for October 27 at 8:15 AM in Mr. Miller's office for this purpose. I would appreciate the presence of Mr. Versteeg and Mr. Hofstetter there to help determine how good is "good" or how bad is "bad", with respect to the service levels and related features of these various designs.

ELH/cp
cc Fred Miller w/attachment
H. S. Coulter "
R. N. Bothman "
E. S. Hunter "
W. E. Schwartz "
Hal Versteeg "
Dwayne Hofstetter "
Jim McClure "
Tom Schwab "

26-1926

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. L. HARDT
Metro Region Engineer

DATE: October 13, 1983

FROM: J. D. McCLURE
Project Development Engineer

SUBJECT: Tacoma Intersection Alternatives
McLoughlin Boulevard Project

On October 11, Bob Heard and I met with Hal Versteeg, Don Adams, and Don Stoudenmeyer, staff representatives of our Road Design Section along with Duane Hofstetter and Jim Butler, staff representatives from our Traffic Section to review the seven conceptual design alternatives for the Tacoma Intersection. The purpose of the review was to determine which of the seven alternatives could be supported by ODOT from an engineering and technical standpoint. The basis of the review was to judge the alternatives on the following merits:

1. Capability of handling traffic at an acceptable L/S and ease of handling traffic with normal driver expectancy.
2. Operational characteristics, low accident potential, along with judgement on driver confusion/ease of signing.
3. An intersection improvement that stands alone; does not require extensive widening north and south on McLoughlin to develop full lane utilization.
4. Cost effective improvement providing for a long-term solution compatible with future project phases to six-lane McLoughlin, or in essence, would not require a major future reconstruction which relates to a loss in the original investment.

The following is a brief summary of all the seven alternatives reviewed:

Alternative 14 (Estimated cost at $4.0 million)

- Design of northbound off-ramp is poor due to close termini near at-grade railroad crossing. Also multi-lane weave from ramp for westbound traffic to Tacoma judged poor.
- Curved alignment approaching the flat railroad crossing coupled with the close relationship of access street to the east of the tracks appeared unacceptable.
- Retaining restaurant access would be unacceptable from a traffic safety standpoint and also judged poor for a profitable restaurant operation.
- It also appeared that the northbound added lane was not sufficient in length to utilize this lane to a 100 percent capacity needed to operate signal at a proper L/S.

- Appears adaptable to future six-lane modification with total reconstruction north of Tacoma Street, which at this time would require acquiring restaurant property.

- Does not provide a significant improvement for the $4 million investment over present intersection and results in a less than desirable railroad crossing judged worse than today's. Judged not a cost effective investment.

Alternative 15 (Estimated cost at $6.9 million)

- Judged not cost effective; cost appeared to exceed any benefits.

- Appears to have much higher accident potential along with a high level of driver confusion.

- Retains at-grade railroad crossing with poor alignment.

- Judged totally unacceptable from a cost and safety standpoint.

Alternative 18 (Estimated cost at $9.4 million)

- First impression of group "Oh, my G__, can't believe anyone would design such a mess".

- Reversed couplet with seven traffic signals coupled with impossibility to sign was about the extend of discussion.

- Judged totally unacceptable.

Alternative ODOT At-Grade (Estimated cost at $4.3 million)

- In comparison with the other at-grade solutions, this concept appeared the least objectionable, but not a desirable design.

- From a cost/benefit standpoint, a $4.3 million investment would not provide a significant improvement over the existing intersection.

- Candid comment, "Mickey Mouse approach".

- Carrying traffic through the same signalized intersection twice makes little sense in an area where intersection capacity is critical.

- The additional lane appears to be too short on the north side of Tacoma to provide full utilization of added lane. If constructed as part of an overall six-lane improvement, the eight lane through the signal may operate satisfactorily; same applies to other at-grade solutions.

Alternative ODOT O'xing (Estimated at $8.5 million)

- Appears to be only rational solution based on cost verus benefits.
- Recognizing the high cost, it still appeared to be a worthwhile investment for a long-term solution.
- Judged superior from a safety and driver expectancy standpoint. Would not be confusing in comparison with the at-grade solution.
- Major benefit to grade separate the Southern Pacific mainline crossing.
- Only negative concern was the tight northbound off-ramp loop to the Tacoma structure.
- With or without the City of Portland loop, the design could be fully supported.

Hal Versteeg suggested that if costs were critical, the folded diamond ramps could be eliminated and Tacoma Street, in its present location, could be utilized to save dollars. Both loop ramps could be added in the future as additional funding became available. This type of design would provide for maximum flexibility for McLoughlin as it would operate much as it does today without cross-traffic or signals.

Alternative ODOT McLoughlin Flyover (Estimated cost at $7.3 million)

- Would need to redesign with one signal for the at-grade Tacoma crossing.
- Concern about access to one-way frontage roads would appear unacceptable and therefore detrimental to the businesses.
- Still retains railroad at-grade crossing; questionable from a cost/benefit standpoint.
- Looks like a clean operation for McLoughlin traffic.
- May cause major impacts and potential cost to businesses on the west side of structure.
- Future expansion would be difficult as compared with other overpass alternatives. Major cost to expand structure to accommodate six lanes and realignment north of Tacoma to fit future stages.

In summarizing the meeting, I requested the staff to prioritize which alternatives could be supported by ODOT from a technical standpoint. It was the general consensus of the group that a major expenditure of $4 million to construct an at-grade intersection retaining the railroad at-grade crossing would provide very little for the cost. Judged not a prudent expenditure of public funds. From a priority standpoint, the alternatives acceptable to our technical staff are:

1. The Tacoma overcrossing structure with or without the connecting loops.

2. The flyover concept which was primarily beneficial to the highway with some modifications would be acceptable.

3. No at-grade intersection improvements were judged acceptable from a cost benefit and operations standpoint.

po

cc: Hal Versteeg
Don Adams
Duane Hofstetter
Don Stoudenmeyer
Jim Butler
Bob Heard

9708

October 17, 1983

Portland Road & Driveway Co., Inc.
7295 S.E. King Road
Portland, OR 97222

CON 5
#9708

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9708 for work on the Milwaukie-Oregon City Section of the Pacific Highway East (McLoughlin Boulevard) in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

Great American Insurance Co.
Pacific N.W. Regional Office
P. O. Box 21109
Seattle, WA 98111

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Petesson
E. L. Hardt
Gary Kennen
L. E. George

ASPHALTIC PAVING
CRUSHED ROCK, SAND & GRAVEL
EQUIPMENT RENTAL

ASPHALT
PAVEMENT

PHONE 771-1153

PORTLAND ROAD & DRIVEWAY CO., INC. ESTABLISHED 1929

7295 S. E. KING ROAD
PORTLAND, OREGON 97222

August 29, 1983

To: Robert Gormsen
Office Of Commission Services
Transportation Building
Salem, Oregon 97310

Subject: Minority Business Enterprises Participation

Project: Milwaukie-Oregon City Sec Grading, Paving & Signals #9708

WOMEN

				Sub Contractor
Item 14	Top Soil	80 c.y. @ $14.00/c.y.	$ 1,120.00	Aichele 11360 S.E. Stevens Road Portland, Oregon
Item 42	Sod	L.S.	$ 3,000.00	
	Complete & Installed		$ 4,120.00	
Item 6	Flagging	800 Hrs. @ $16.50/Hr.	$ 13,200.00	Contractor's Flagging West Linn, Oregon
			$ 17,320.00	
		Subcontract Amount	$ 17,320.00	= 2% Women
		Bid Amount	$799,586.75	

MINORITY

			Sub Contractor
Item 37	Type I Markers Mono Directional Crystal 1,020 @ $3.00	$ 3,060.00	Kaspac Corp. 2420 S.E. Clatsop 231-0652
Item 38	Type I Markers BI Directional Yellow 350 @ $3.20	$ 1,120.00	
Item 39	White Type II Markers 650 @ $2.25	$ 1,462.50	
	Furnished & Installed	$ 5,642.50	

ASPHALTIC PAVING
CRUSHED ROCK, SAND & GRAVEL
EQUIPMENT RENTAL

ASPHALT PAVEMENT

PHONE 771-1153

PORTLAND ROAD & DRIVEWAY CO., INC.

ESTABLISHED 1929

7295 S. E. KING ROAD
PORTLAND, OREGON 97222

Robert Gormsen
Office Of Commission Services

August 29, 1983
Page 2

MINORITY - Continued

			Sub Contractors
Item 10	General Excavation (Saw Cutting As Required) 1500 L.F. @ $0.60	$ 900.00	Brothers Concrete Cutting 17360 S.W. 63rd Lake Oswego, OR
Item 40	Traffic Signals Installation Complete - (Saw Cutting As Required)	$ 9,000.00	Brothers Concrete Cutting 17360 S.W. 63rd Lake Oswego, OR
		$ 9,900.00	
Item 25	Guard Rail Type I 125 L.F. @ $17.85	$ 2,231.25	Arrow Bros. Const. 310 A.G.C. Center Wilsonville, OR 97070
Item 26	Guard Rail Anchors 2 @ $410.00	$ 820.00	
Item 27	Rail End Pieces 2 @ $85.00	$ 170.00	
	Complete & Installed	$ 3,221.25	
Item 33	Adjusting Manholes 19 @ $300.00	$ 5,700.00	Gentry & Sanchez 6135 S.E. 111 Portland, OR

MINORITY CONTRACT AMOUNT $\frac{24,463.25}{799,567.75} = 3\%$

J. E. COOK, President

J. E. Cook

RECEIVED
AUG 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9708

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: Gary Kennen
Project Manager

DATE: September 16, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed OPTICOM Fire Pre-Emption
Milwaukie-Oregon City Section
Pacific Highway East
Contract No. 9708
Prefix 3-1059

OM MRE CE [illegible] CE
TOS RECEIVED AE
US [illegible] 1983 PD.I
CSA Metro Region T&M
SO PA EM BUD LM

The City of Milwaukie Fire Department has requested installation of the subject equipment at the intersection of Bluebird/River Road at McLaughlin. The attached sketch shows the detector and cable required. A discriminator for channel A and C will also be required to be installed in the controller.

The fire department and State will share the match money for this work. Please trigger payment by the fire department with a Request for Outside Billing, so that proper credit shall be given to the contract prefix.

If you have any questions, please let us know.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

TOS SM-1 SM-2
TT
ATCS
TT
TT

BET:ds
Attachments

cc: C. T. Keasey
~~Lee~~ Gunderson - Please inform the Milwaukie Fire Department by letter that emitter devices will be allowed only on emergency vehicles under their direct control.

1-129-1387

9708

ORDER FOR FORCE WORK

1-P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER No. 3

WORK TO BE DONE BY State Forces CONTRACT No. 9708
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Milwaukie-Oregon City DATE Sept. 15, 1983

HIGHWAY Pac. Hwy. East (McLoughlin Blvd.) FAP No. IX-26(32)

COUNTY Clackamas PREFIX 3-1059 FUNCTION 270-03

DESCRIPTION OF WORK TO BE DONE:

Signal Controller & "Opticom" Testing & Turn-On

LOCATION BY STATION NUMBERS:

ESTIMATE OF QUANTITIES & COSTS:

Labor, Equipment & Materials $ 18,675.00

Please Note! $150 charged to this SFO is for the Testing of Pre-empt. Equip. – at Bluebird interchange Costs have been included on City of Miwaukie Fire Dist. Bill. Information from Leon Stormo- Signal Shop. Amw 11/7/84

EXPLANATION:

Anticipated Item; Has FHWA Approval

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 976,964.59
Present estimate of costs including work under this Force Order	$ 976,964.59
Estimated Overrun / Underrun Amount	$
Estimated Overrun / Underrun Percent	

SUBMITTED BY: For Gary Kennen

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: Duane O. Christensen 9/19/8.
Construction ~~or Traffic~~ Engineer
Acting

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Contract Accounting

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF REQUEST: 5/18/84

DATE OF ORIGINAL TRANSACTION:

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)

VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW NO
V 86109 4/84 ①	5007	900		160			90	7901	521		160			90	0060
SV 85788 4/84 ②	7305	593		152		304	44	7901	735		152		304	44	10101
V 86159 4/84 ③	40-4401	171		187		453	23	234-8260	199		187		453	23	11101
Lump Sum ④	634-1232	198	01	164		2311	00	234-8262	199		719		2311	00	
✓ ⑤	203-8207	199		162		185	63	3-1059	291	06	719	1P	185	63	
Non-Reference ⑥	5008	900		001		512	77	524-8213	199		001		512	77	005
5) transfer payroll charges															
r Haskie not covered								1X-26 (32)							
y FHWA Reimb.															
Jan - March 1984)															
					TOTAL	3767	97					TOTAL	3767	97	

EASON FOR THIS REQUEST:

1) Write of charges less than $1.00

2) DMV Charged monthly rate - transfer Difference per Dick Hacek

3) Correct prefix should be 40-4401-171 per Mel Mott.

4) transfer State's share of costs to Betterment prefix

per order to render service. ⑤ Fire Dist. Costs thru Est #6

PREPARED BY: Rosalyn Wickham

APPROVED: J Peterson

rm 734-1087 (Rev. 3/80) Cont 0-108 (1X-26(32)) [illegible]

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW Contract Accounting	DATE OF REQUEST 7/24/84	NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)
SEND ORIGINAL TO ACCOUNTING SECTION	DATE OF ORIGINAL TRANSACTION	VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW NO.
Lump Sum ①	2038207	199		162		2183	00	3-1059	291	06	719	1P	2183	00	
Non-Reference ②	5008	900		001		844	35	524-8213	199		001		844	35	00500
JV87558 6/84 ③	126-8293	900		719		59	00	126-8293	900		164		59	00	11521
✓ ✓ ③	✓	✓		719		50	00	✓	✓		✓		50	00	✓
					TOTAL	3136	35					TOTAL	3136	35	

REASON FOR THIS REQUEST:

① IX-21(32) Fire district Costs for Fire pre-empt. at Bluebird / McLoughlin Blvd. (PA #1) Cont 9708
② transfer Payroll charges for Kaskil not covered by FHWA Reimb. (April - May 1984) ③ Reverse Lump sum transfer made - from 126-8293-900 to 126-8293-900 - not necessary - making this transfer to correct objects for A-01

PREPARED BY: Rosalyn Wickham

APPROVED: Peterson

Form 734-1087 (Rev. 3/80)

SP*71114-734

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Contract Accounting

DATE OF REQUEST: 3/27/84

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF ORIGINAL TRANSACTION

VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW NO.
JV85106 2/84 ①	23-8243	169	24	152		200	00	23-8243	169		152		400	00	66601
✓ ✓ ①	23-8243	169	25	152		200	00								✓
JV85043 2/84 ②	36-1090	270	01	187	P	10	84	36-8242	270	01	187		10	84	12046
✓ ✓ ②	36-1090	270	01	206	P	21	60	368242	270	01	206		21	60	✓
Non-Reference ③	203-8207	199		162		1514	37	3-1059	291	06	719	1P	1514	37	
JV84851 1/84 ④	424-8273	199		139		6755	00	424-8272	199		139		6755	00	
CV29286 2/84 ⑤	37-1427	905		160		2	45	36-8242	944		160		2	45	99400
					TOTAL	8704	26					TOTAL	8704	26	

REASON FOR THIS REQUEST:

① To Add Bridge numbers to cost Coding per Dist. 14 ② Correct Prefix per Marilyn - Dist Maint. ③ Fire preemption Costs - City of Milwaukie Fire Dist Costs thru est # 4 Cont 9708 (1X-26(32)) ④ Correct Prefix per Susan & verification by Dick Parker in traffic ⑤ Costs incurred 6 mo. after project completed charge to 37-1427905 per Leo King - Design.

PREPARED BY: Rosalyn Wickham

APPROVED:

Form 734-1097 (Rev. 3/80)

SP*71114-734

9708

5

September 14, 1983

Oak Lodge Fire Protection
District No. 51
2930 SE Oak Grove Blvd.
Milwaukie, OR 97222

AGR

MISC. CONTRACTS and
AGREEMENTS No. 7120

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement covering the installation of emergency vehicle preemption devices at various intersections on the Milwaukie-Oregon City Section of McLoughlin Boulevard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm
Attachment

bc: Don Harwell (agree. att.)

7701

September 1, 1983

PRO

Winston W. Kurth, Deputy Director
Department of Environmental Services
Clackamas County
902 Abernathy Road
Oregon City, OR 97045

Dear Winston:

On August 25, 1983 we received a satisfactory bid from Portland Road and Driveway Co., Inc., 7295 S.E. King Road, Portland, OR 97222, for the Milwaukie-Oregon City Section of Pacific Highway East.

We anticipate the cost of the project will be:

Contractor's Bid		$ 799,586.75
Less Fire Preemption Cost (Fire District)		(34,000.00)
Anticipated Additional Items:		
Permanent Signing	$ 12,000.00	
Permanent Striping	9,500.00	
Temporary Striping	2,500.00	
Temp. Erosion Control	1,000.00	
State Furnished Software	7,000.00	
Roadside Seeding & Mulching	500.00	
Signal Controller Testing	13,025.00	
Turn-On	5,000.00	
Lt. & Rt. Turn Arrows & Thru Arrows	10,000.00	60,525.00
SUBTOTAL		$ 826,111.75
Contingencies (4 1/2%)		37,175.03
Engineering (9%)		74,350.06
TOTAL CONST. COST		$ 937,636.84
Estimated Preliminary Engineering Cost		125,000.00
TOTAL PROJECT COST		$ 1,062,636.84

As discussed with our Metro Region and complying with previous discussions between Metro and County, concurred in by the State Highway Engineer, the County Share of the project cost is $37,850. Deducting

County's P.E. advance deposit (4-23-81) of $5,350, the County's Construction advance deposit is $32,500.

A supplemental agreement will be prepared. However, in order to expedite award of the contract, we request you submit your advance deposit of $32,500 not later than September 15, 1983. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:bkb
Att.
bcc w/AD #83-74: Jon Rose, Metro Region
V.E. Skoog - Please return completed AD #84-74 when deposit is made.

32,500
Rec'd. 9-9-83
Need P. of Atty.
E.
Rec'd 10-11-83

708

OREGON STATE HIGHWAY DIVISION

SUBJECT: AGREEMENT SUPPLEMENT
MILWAUKIE~OREGON CITY (99E)

DATE: 8-31-83

TO: BUZ SWAN - MAINOR HOLMES

FROM: JON ROSE

We will need a supplemental agreement to correct a misunderstanding regarding Clackamas County's share of the Milwaukie ~ Oregon City project cost. It was intended that the County would contribute to the local match for that portion of the project directly benefitting county roads. It has been determined that the County's share should be $37,850 of which the county has previously paid $5,350 leaving a balance due of $32,500.

This concept has been discussed with Scott Coulter by Ted Spence and also has Ed Hardt's approval. Please prepare a supplemental agreement.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
1983
PROJECT ______ PROGRAM UNIT ______

3-1059

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

4

STATE OF OREGON INTEROFFICE MEMO

TO: EDWARD L. HARDT
Metro Region Engineer

DATE: August 30, 1983

ORIGINAL SIGNED BY
THEODORE A. SPENCE

FROM: THEODORE A. SPENCE
Plan & Program Manager

SUBJECT:- CLACKAMAS COUNTY MATCH PARTICIPATION IN SOUTH McLOUGHLIN PROJECT

I discussed with Scott Coulter the problem with the interagency agreement we have entered into with Clackamas County on Clackamas County participation in the South McLoughlin project. Two or three years ago when this project was being developed, I had indicated and agreed with Winston Kurth that while the County should participate it was not intended by the State to ask for a 50-50 split on the entire project. I noted that one of our priorities was to get the signal intertie functional and that there will be intersection improvements that should be participated in by the County on a 50-50 basis at each of the county intersections. Winston subsequently budgeted this amount. The interagency agreement entered into however, doubles the County match and Scott Coulter agreed that we should live up to our initial discussions and agreement and revise the agreement to reflect the lower County participation.

I am asking Jon Rose to initiate the development of a supplemental agreement pursuant to the County's and State's previous understanding concerning the match participation in the project. Also, I would recommend that Jon discuss this with Salem and note this change will be taking place. Jon should discuss with Salem on how to proceed with the project on this basis and get the deposit that would be required by an amended agreement. Winston has budgeted $32,500 for construction match.

TAS/b

cc: Jon Rose

1.125.1367

August 26, 1983 PRO

Honorable Dale Harlan, Commissioner
Clackamas County Board of Commissioners
Oregon City, Oregon 97045

Subject: Milwaukie-Oregon City Section
Pacific Highway East
(McLoughlin Boulevard)

Dear Commissioner,

You recently reviewed a copy of the plans for the subject project and subsequently requested a summary of the work proposed and a time schedule.

The following is a brief description of the improvements proposed on subject section; 1) widen McLoughlin Boulevard and intersecting streets to provide for turning movements at intersections; 2) provide one inch overlay of existing pavement; 3) revise and modify traffic signal by replacing controllers and adding signal heads; 4) provide a signal interconnect; and 5) other incidental work such as revisions to curbs, sidewalks, driveways, drainage, landscaping, etc., necessitated by the project.

On August 25, 1983, we received a satisfactory bid from Portland Road and Driveway Co., Inc., for the project. When M.B.E. goals are satisfied and we have received the County's share of the project cost, we will award the contract, (about September 15, 1983). The contractor will then schedule his work for completion anticipated May 31, 1984.

If you need additional information, please contact me, or our Metro Region Office, in Milwaukie.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:bkb
bcc: E.L. Hardt
Jon Rose

rll 9708

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below

2. STATE PROJECT NO. See below

2A. COUNTY NAME See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

8-17-83

4. PROGRAM NO.

5. ITEM NO. various

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/83

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
See Projects below

11. GENERAL DESCRIPTION OF WORK
Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11)
F-86(5)
F-29(10)
IX-26(32) milw.- Oregon City

F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to 8/31

14. DATE 8/19/83

15. SIGNATURE OF APPROVING OFFICIAL
G. K Hessner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-26(32) Con 21.

2. STATE PROJECT NO. See below Pac & Sp

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10120

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/3/83

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Milwaukie - Oregon City Section

11. GENERAL DESCRIPTION OF WORK
Channelization and Traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 8/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,018,815 Federal Funds $865,991.

a signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
AUG 9 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig w/Watt 8/10

14. DATE 8/3/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

973

OREGON STATE HIGHWAY DEPARTMENT

TO: JON ROSE	3-1918
SUBJECT: 99E (MILWAUKIE-OREGON CITY)	FROM: M STESNEY
DATE: 7-29-83	

TOM SCHWAB'S COMMENTS CONCERN PHASE ROTATIONS AT OAK GROVE & PARK AVE. HE WOULD LIKE THE PHASE 3 & 7 ROTATION AT OAK GROVE REVERSED & THE PHASE 1 & 5 AT PARK REVERSED

7-29-83

Buz Swan —

Here are comments by Metro Staff regarding signal work on the McLoughlin Blvd Project (Milwaukie to Oregon City). Please advise Traffic promptly.

Clackamas County is reviewing these and should have approved copy to us today or Monday.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

7-29-83

4:00 PM —

Clackamas County delivered signed copies of both signal and roadway plans. County and Tom Schwab are in agreement regarding phasing. Note Bernie's comments.

Jon Rose

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ✓
AUG 1 1983
MAN. ASSIST ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

CC: ____ (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

7708 7-28-83

INDEX OF SHEETS		
SHEET NO.	DESCRIPTION	
1	Title Sheet	
2,2A,2B,2C	Typical Sections	
2D	Temp Protection And Direction Of Traffic	Not Included
2E	Pipe Data	
2F	Summary	
3-12 Incl.	Plans	

STATE OF O

DEPARTMENT OF TRA

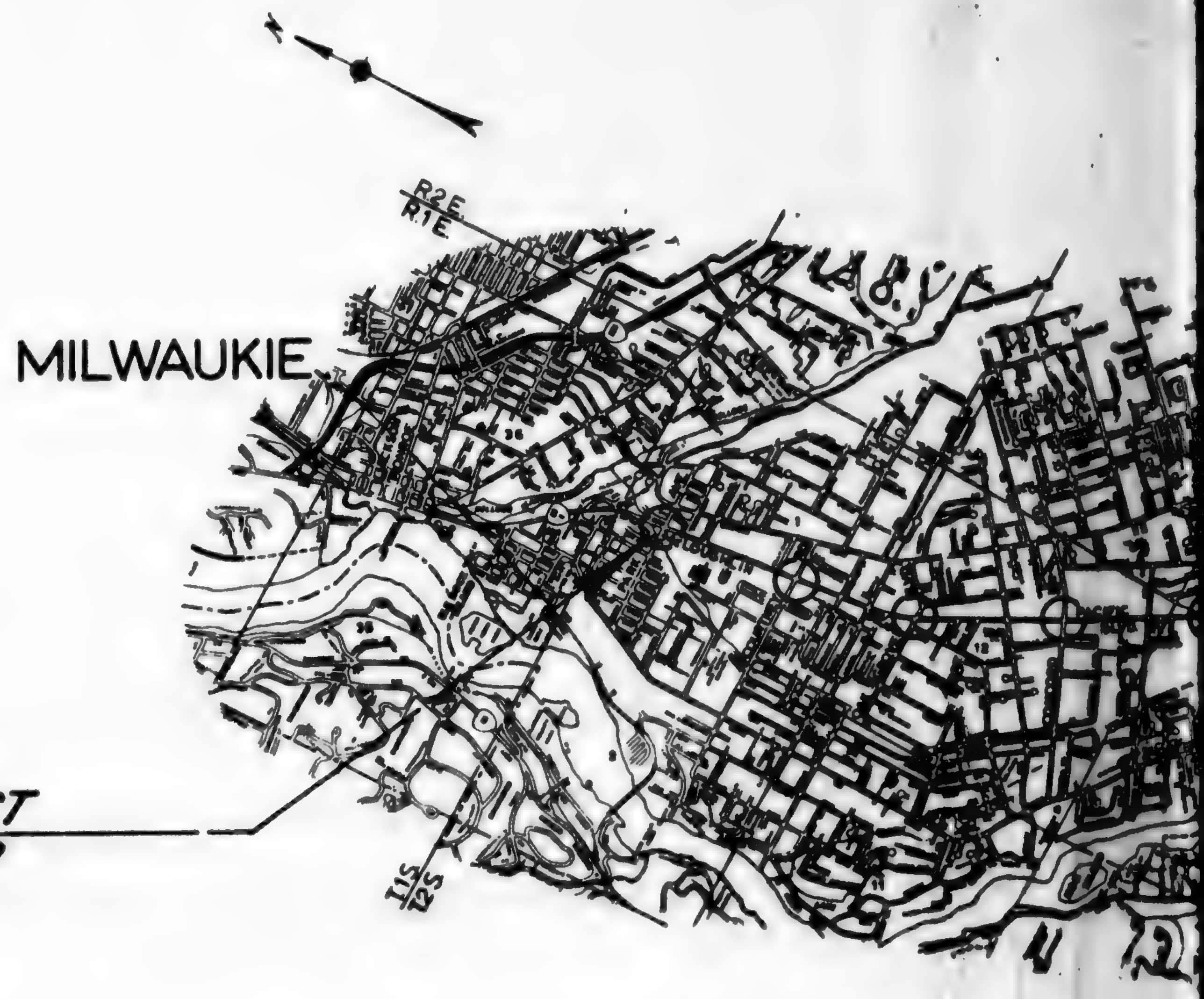
STATE HIGHWAY

PLANS FOR PROPOSED

MILWAUKIE – OREG

PACIFIC HWY. EAST (McL

CLACKAMAS COU



BEGINNING OF PROJECT
M.P. 6.9

Sketch Ma
Scale 0 2000 40

TE OF OREGON

T OF TRANSPORTATION

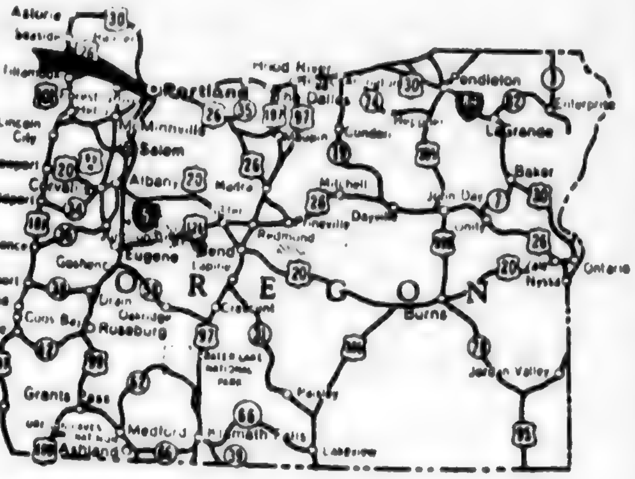
HIGHWAY DIVISION

S FOR PROPOSED PROJECT

PRELIMINARY COPY
JUL 18 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

MILWAUKIE–OREGON CITY SEC. PACIFIC HWY. EAST (McLOUGHLIN BLVD.) CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI-5



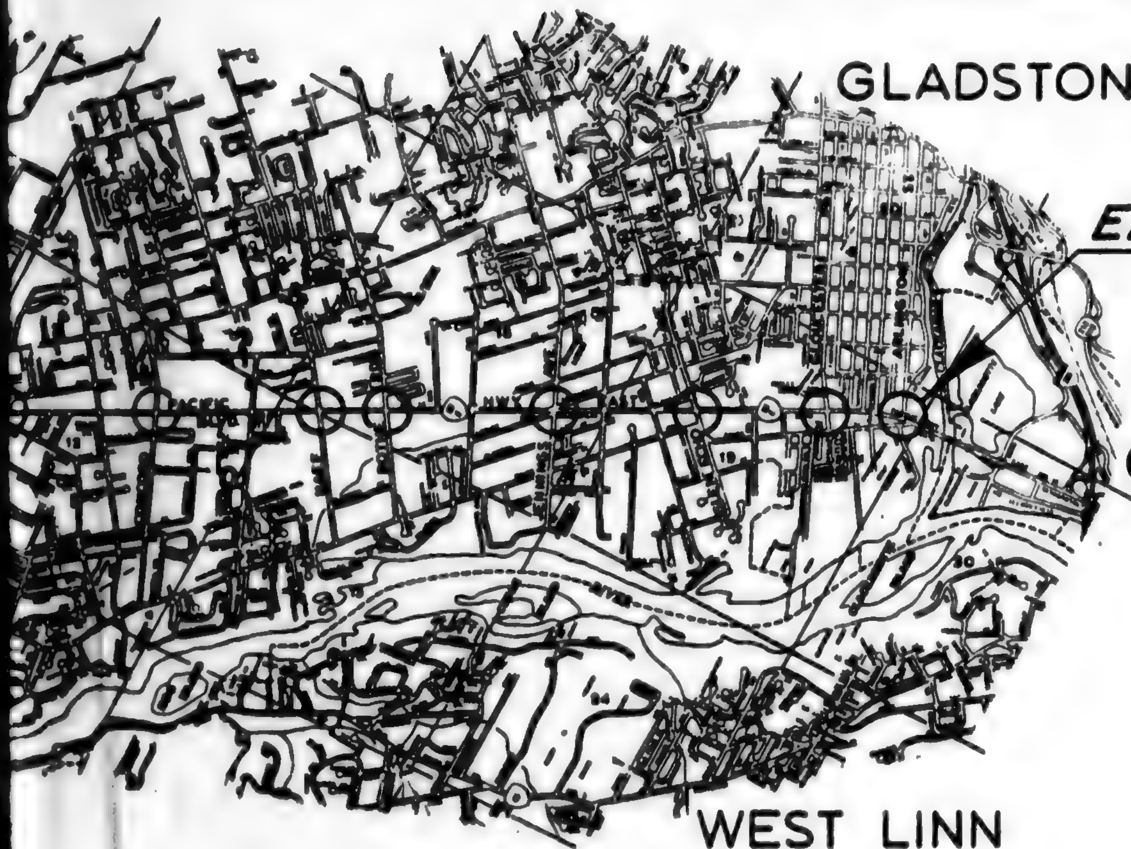
– OREGON CITY SEC.
EAST (McLOUGHLIN BLVD.)
LACKAMAS COUNTY

APPROVED AS NOTED

For Clackamas Co.

Date 7/28/83

PRELIMINARY COPY
SUBJECT TO CHANGE



Sketch Map
Scale 0 2000 4000 Feet

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

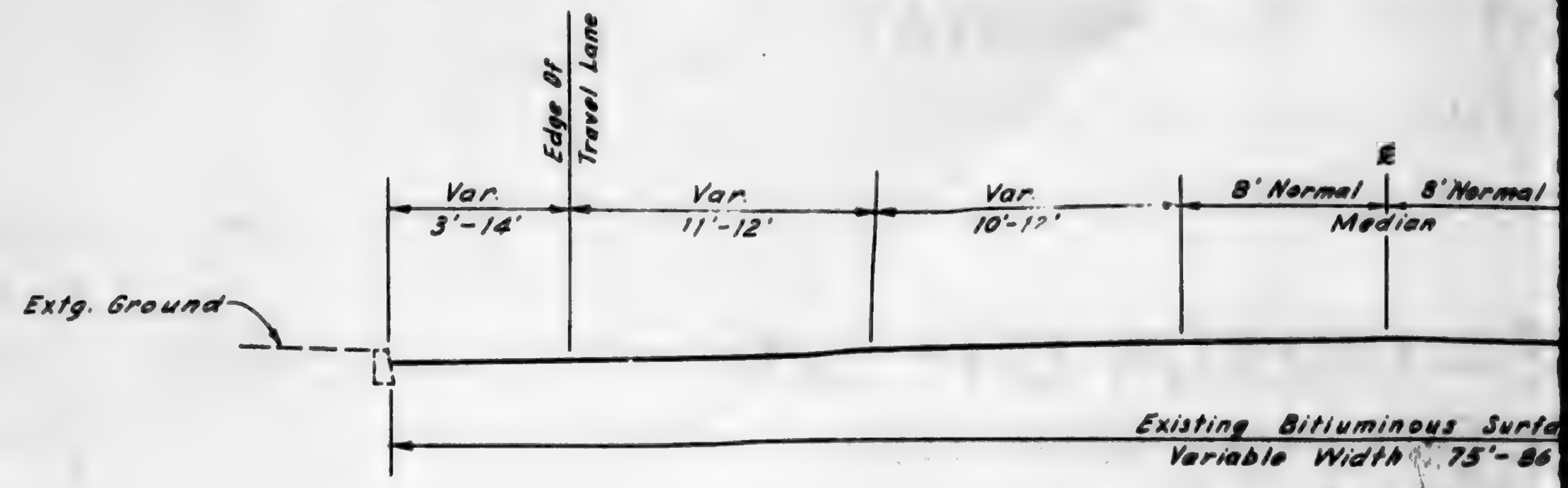
OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER — DATE

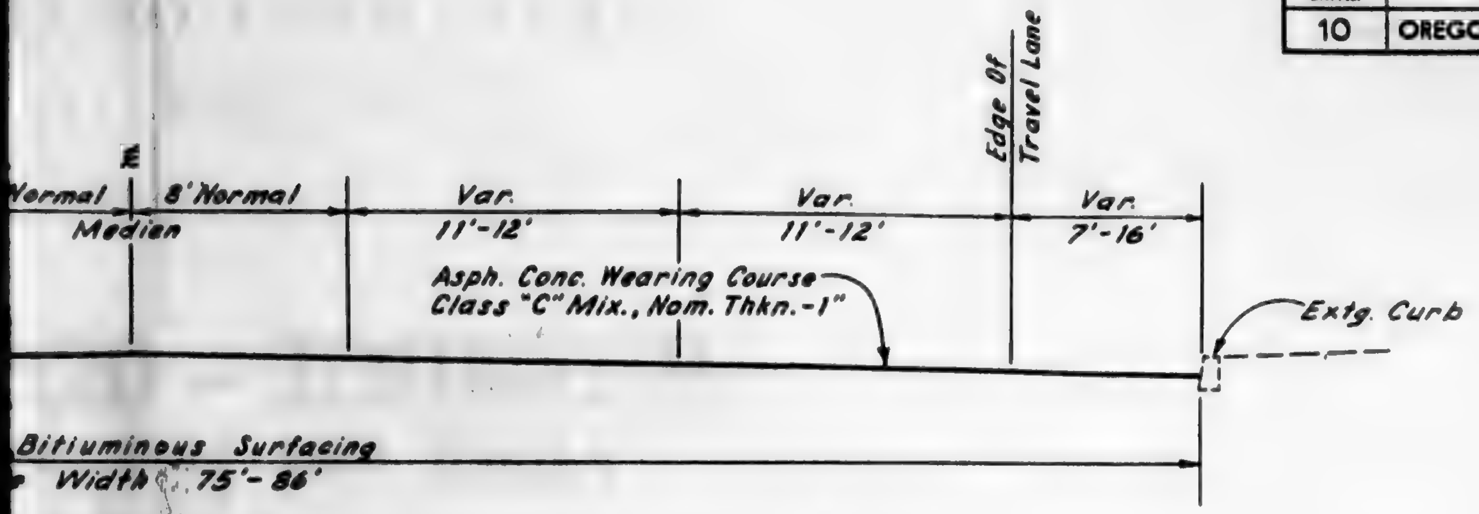

Edge Of Travel Lane
Var. 3'-14'
Var. 11'-12'
Var. 10'-12'
8' Normal
8' Normal
Median
Extg. Ground
Existing Bituminous Surfa
Variable Width 75'-86

STA. . 63+94 To STA.
88+30 To
114+40 To
144+50 To
157+40 To
187+00 To
215+73 To
240+30 To

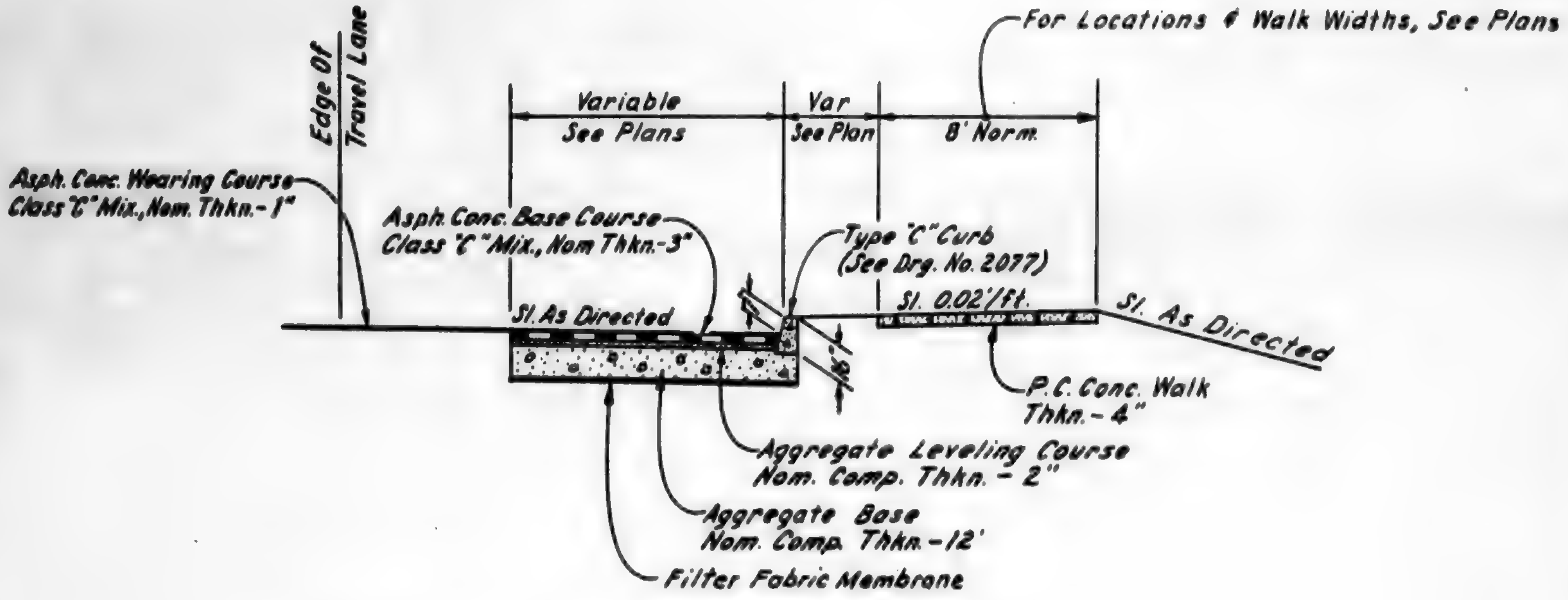
Asph. Co
Class "C"

Mann, Harris & Butts

MILWAUKIE-OREGON CITY SEC. PACIFIC HWY. EAST (McLOUGHLIN BLVD.) CLACKAMAS COUNTY				SHEET No.
				2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


Edge Of Travel Lane
℄
Normal
8' Normal
Median
Var.
11'-12'
Var.
11'-12'
Var.
7'-16'
Asph. Conc. Wearing Course Class "C" Mix., Nom. Thkn.-1"
Extg. Curb
Bitiuminous Surfacing
Width 75'-86'

94 To STA. 70+80 (Gloucester St.)
30 To 94+30 (Glen Echo Ave.)
40 To 122+50 (Jennings Ave.)
50 To 151+60 (Rothe Rd.)
40 To 163+62 (Naef Rd.)
00 To 194+00 (Concord Rd.)
73 To 223+00 (Oak Grove Blvd.)
30 To 246+95 (Courtney Rd.)


Edge Of Travel Lane
For Locations & Walk Widths, See Plans
Variable
See Plans
Var
See Plan
8' Norm.
Asph. Conc. Wearing Course Class "C" Mix., Nom. Thkn.-1"
Asph. Conc. Base Course Class "C" Mix., Nom Thkn.-3"
Type "C" Curb (See Drg. No. 2077)
Sl. As Directed
Sl. 0.02'/ft.
Sl. As Directed
16"
P.C. Conc. Walk Thkn.- 4"
Aggregate Leveling Course Nom. Comp. Thkn. - 2"
Aggregate Base Nom. Comp. Thkn.-12'
Filter Fabric Membrane

NEW CURB INSTALLATION DETAIL

(For Locations See Plans)

9701

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

PRO

Date: July 28, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 10120
Project No. IX-26(32)
Milwaukie-Oregon City Section
Clackamas County

Attached support data consists of PR-1 form, project map and traffic signal warrants for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 25, 1983.

Project concept is based on the February 9, 1981 letter to you from the Director of ODOT.

JLG:bkb
Attachments

cc: Ed Hardt (Metro)
Jon Rose (Metro)
Robin Brooks (Metro)
Gary Zehner (w/att.)
General Files

Budget Bureau No. 41-R2067; Approval

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

July 28, 1983

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) SR 99, 0.2 mi. N of Clack. Riv., N 4.72 mi.	ADT	PRESENT 30,800	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Channelization, Traf. Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLAIM NO.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 26	SEQ. NO. (32)

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants-Hwy.	COUNTY NAME Clackamas		CODE 005
	NAME OF URBAN AREA Portland	ROUTE NO. P	FEDERAL-AID 26	STATE 1E U.S. ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County	CH PR (F
5					PE								
5					ROW								
5					CONST (CODE) TOPICS Y008 Y031		"Milwaukie-Oregon City Section"	0.0	1,000,000	(I-505) 850,000	75,000	75,000	ROW-120 Access Parking complet
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	0.0	1,000,000	850,000	75,000	75,000	

PROGRAM APPROVAL DATES
10-1-80
3-1-83

0031918

REMARKS
Additional Data: Item No. 10120; Projec
No. IX-26(25).

-0

USCOMM DC

GARY

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

July 28, 1983

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) SR 99, 0.2 mi. N of Clack. Riv., N 4.72 mi.	ADT	PRESENT 30,800	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 178	ITEM NO. 10120

OPOSED WORK (35 typewriter tion, Traf. Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): IX- NUMBER: 26 SEQ. NO.: (32)	I. Projects Only POST MI. DESIG.

L FUNDS
Interstate Transfer Grants-Hwy.

COUNTY NAME
Clackamas
CODE 005

EA
Portland

ROUTE NO. P
FEDERAL-AID 26
STATE 1E
U.S. ----

PROGRAM STAGE
☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) TOPICS Y008 Y031		"Milwaukie-Oregon City Section"	0.0	1,000,000	(I-505) 850,000	75,000	75,000	ROW-120' normal; Access Control-none; Parking Restrictions-complete.
ED BY JLG		PROJECT TOTALS	0.0	1,000,000	850,000	75,000	75,000	

M APPROVAL DATES
10-1-80
3-1-83

REMARKS
Additional Data: Item No. 10120; Project' No. IX-26(25).

-over

USCOMM DUSCOMM-DC 48805-P61

Project Data: Work consists of the following:

1) Upgrade traffic control signal installations and construct channelization requiring grade, drain, high-type pave at the intersections of:

    a) Blue Bird St./River Rd.
    b) Park Ave.
    c) Courtney Rd.
    d) Oak Grove Blvd.
    e) Concord Rd.
    f) SW Naef Rd.
    g) Rothe Rd.
    h) Jennings Ave.
    i) Glen Echo Ave.
    j) Gloncester St.
    k) Arlington St./River Rd.

2) Construct concrete curbs and walks where directed.
3) Adjust utilities as required and perform incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-City and State-County Agreement No's. 3631 and 7470 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) were executed 6/12/81 and 5/6/81 respectively.

Data for FHWA-37:

Y008 (Channelization) -------------- $150,000
Y031 (Traffic Signals) ------------- $850,000

Note: 1) Project is in Congressional District No. 3.
2) Included in MSD FY '83 AE/TIP on page 154, No. 184.

26-1926 adams

STATE OF OREGON

INTEROFFICE MEMO

2
1
3

TO: FILE

DATE: June 2, 1983

FROM: J. D. McCLURE
Project Development Engineer

Do Not File ☐
Return To ....
Bring Up ..../..../....
Action..................

SUBJECT: Multnomah County Meeting
McLoughlin/Tacoma Alternatives

On May 23rd a meeting was scheduled by Multnomah County staff to discuss the at-grade intersection alternatives for Tacoma Street recommended by the county's consultant, Bob Conradt. The meeting was attended by representatives of Multnomah County, City of Portland, City of Milwaukie, Tri-Met, MSD, ODOT, and PUC. Ed Hardt, Bob Heard and I represented ODOT.

The first area of discussion was agreeing to the higher traffic assignment requested by the City of Portland. Rob Bernstein wanted assurance that the capacity of McLoughlin could accommodate a major share of traffic that now uses the River Rd./17th Avenue route, if this facility was severely restrained, as desired by the City of Portland. The traffic volumes reflected in the DEIS do not show a restrained flow on River Rd. and 17th Ave. between Milwaukie and Tacoma St. Agreement was reached by the group to use the higher traffic assignment, as requested by the City of Portland. The design for the Tacoma intersection is to provide a "D" L/S for the year 2000 traffic.

Alternative 18 from the consultant's report attached was selected by the group for further evaluation by ODOT. All other alternatives, except the overcrossing structure alternative, were not recommended for further analysis. These alternatives will not accommodate the additional traffic capacity at a good level of service.

It was agreed to develop the design for Alternative 18 to be directly comparable with the O'Xing alternatives. The overcrossing alternative will need some modifications, since the ramp terminal intersection on the structure will not operate at a "D" L/S with the added traffic capacity agreed upon.

The following is an outline for developing the at-grade design (Alternate 18) for the Tacoma intersection:

1. Develop the design concept on a 1" = 50' scale plan, reflecting the number of lanes required, standard lane widths, lane tapers both north and south of Tacoma, approximate right-of-way lines, structures, traffic signals, transit features, etc. The lane tapers to the north should connect into the existing 4-lane section of McLoughlin Blvd. regardless of trees to be removed. This design will be a Phase I construction to handle year 2000 traffic through the Tacoma intersection for a direct comparison to the O'Xing structure alternative. No cost estimates to be prepared at this stage.

Selected possible compatible designs @ meeting with McClure 10-11-83 studying further revisions

2. Hold a TAC meeting to obtain agreement from the various jurisdictions on the design concept. The scope and scale may require modifications to gain jurisdictional concurrence.

3. Refine the design concept based on TAC concurrence. Prepare construction and right-of-way cost estimates. Modify the O'Xing structure alternative to handle the added traffic for direct comparison with the at-grade (Alternative 18) design. Both construction and right-of-way costs should be updated and comparable for both alternatives.

4. Hold a second TAC meeting to review both designs. If the at-grade design appears to be a feasible and prudent alternative, the TAC should then recommend a supplemental DEIS be prepared by ODOT and a second public hearing be held on the two alternatives.

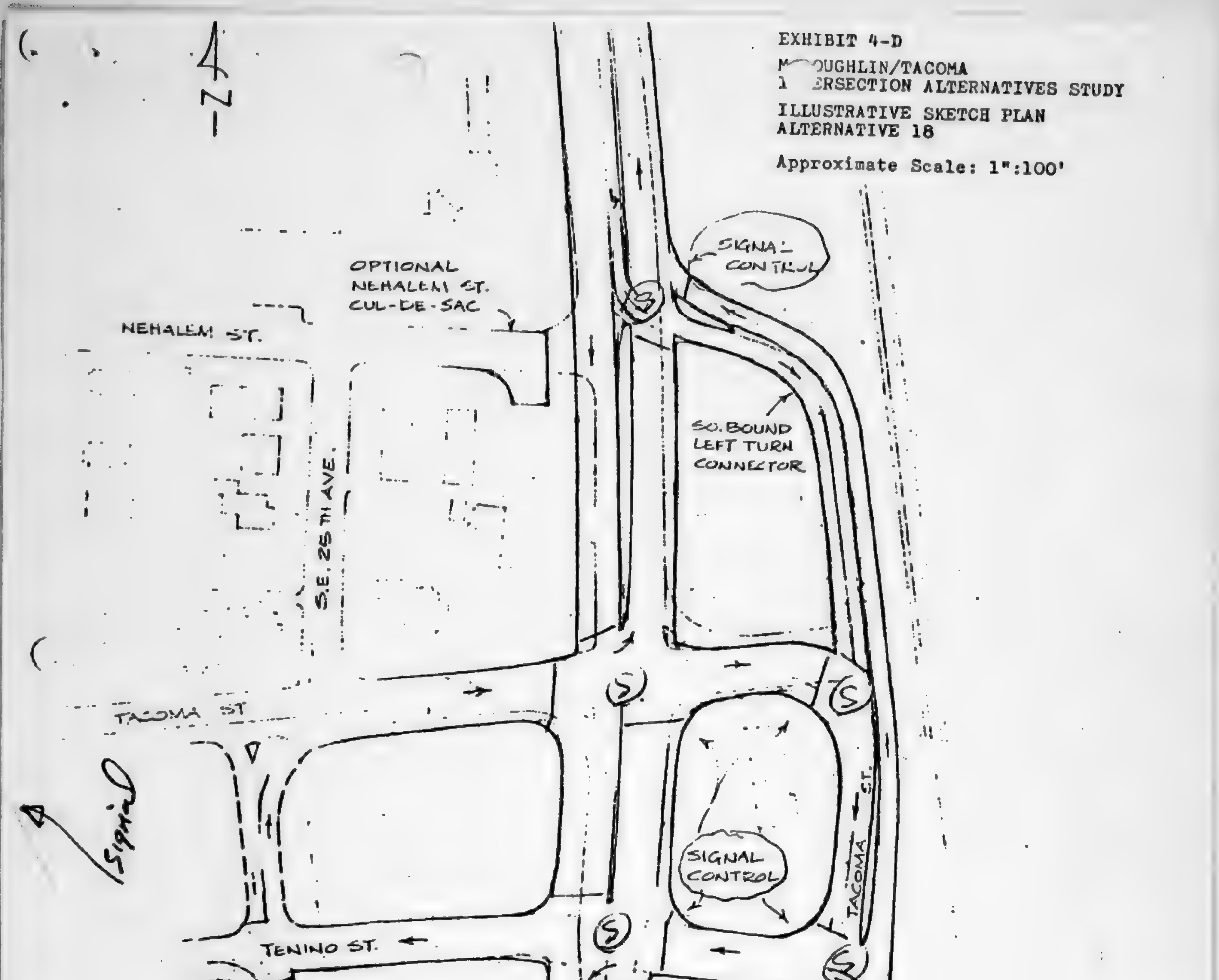
JDM:nm
Attachment
xc: Larry Nicholas, Multnomah County
Bebe Rucker, Multnomah County
Rob Bernstein, City of Portland
Orlanzo Westz, Tri-Met
Andy Cotugno, MSD
Winston Kurth, Clackamas County
Steve Hall, City of Milwaukie
Cliff Christiansen, FHWA
Ed Hardt
Don Adams ✓
Cam Gilmour
Tom Schwab
Curt Duval
Bill Anthony
Bob Heard

EXHIBIT 4-D

McLOUGHLIN/TACOMA
INTERSECTION ALTERNATIVES STUDY

ILLUSTRATIVE SKETCH PLAN
ALTERNATIVE 18

Approximate Scale: 1":100'


N
OPTIONAL NEHALEM ST. CUL-DE-SAC
NEHALEM ST.
SIGNAL CONTROL
S
SO. BOUND LEFT TURN CONNECTOR
S.E. 25TH AVE.
TACOMA ST
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S
Signal
SIGNAL CONTROL
TACOMA ST.
TENINO ST.
S
S
NORTHBOUND LEFT TURN CONNECTOR
SIGNAL CONTROL
S
AT-GRADE R.R. CROSSING
TACOMA ST.
CREEK
N BLVD.

9708

STATE OF OREG N INTE OFFICE MEMO

TO: MEMO TO THE FILE

DATE: May 12, 1983

FROM: ALLAN C. HARWOOD, Metro
Region Operations Engineer

SUBJECT: STATUS OF THE McLOUGHLIN BLVD.
IMPROVEMENT @ TACOMA STREET

In March, 1982, public hearing testimony indicated support of a grade separation structure over a signalized intersection we had proposed. The grade separation concept was adopted by two of the four governmental jurisdictions, and was conditionally adopted by a third. The fourth, Multnomah County, objected to the high cost and hired an outside consultant. The consultant presented 21 alternate proposals. The consultant's report did not address feasibility, cost, or impact on the area.

The four governmental jurisdictions plus Tri-Met and MSD requested additional information on three of the alternates, all of which involved signalization and at-grade crossing of McLoughlin Blvd. Multnomah County was to request the consultant to develop the additional information.

At this time we are awaiting response from the consultant. When received our Department will develop the designs and the costs for the three alternatives.

ACH/gw

81-125-1387

4-20-83

5

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-26(25)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10120

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/20/83

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Milwaukie - Oregon City Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 4/12/83 I approve the revised Preliminary Engineering Costs to a TEC of $135,400 Federal Funds $115,070.

(Increase TEC $64,200 Federal Funds $54,570)

RECEIVED
STATE HWY ENGR
APR 25 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
4/25

14. DATE 4/20/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)

PREVIOUS EDITIONS MAY BE USED

9708

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: April 12, 1983

To: Dale E. Wilken,
Division Administrator
Federal Highway Administration

From: D. E. Swan, P.E., P.L.S.
Project Unit Engineer

Original Signed By
D. E. Swan

Subject: Program Change
Item No. 10120
Project No. 1X-26(25)
Milwaukie - Oregon City
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated Maarch 2, 1983.

Approval of this request will involve an increase of $64,200.00 in total cost and Federal obligation of $54,570.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	%
Present	$ 135,400.00	$ 115,070.00	85.0
Previous	71,200.00	60,500.00	
Difference	$ 64,200.00	$ 54,570.00	

RHZ:blm

cc: E.L. Hardt (Metro)
F.E. Terpin
E. Mershon (Metro)
Jon Rose (Metro)
Gary Zehner
Shirley Williams

Form 734-3122

NARRATIVE REPORT

McLoughlin Boulevard at Park Avenue
Milwaukie - Oregon City Signal Intertie
Highway 99E - Clackamas County

E. J. Dunn, Project Manager
March 10, 1983

GENERAL: This report is an addendum to the report previously submitted for the Milwaukie - Oregon City signal intertie. The roadway and signal improvements at this intersection are intended to be part of the intertie project. General statements in the aforementioned Narrative Report will apply.

SIGNAL WORK: The signal work to be done at this intersection will be replacement of the controller, replacement of the left-turn heads with 3M heads, teathering of the signal heads and loop detector replacement on the east side of McLoughlin Boulevard.

ILLUMINATION: Current illumination is provided by luminaires attached to the signal poles on the northeast and southwest corners. This level of service will be maintained.

WHEELCHAIR RAMPS: Wheelchair ramps are in place on all quadrants of the intersection. These will not be disturbed by construction work.

ROADWORK All roadwork will be on Park Avenue on the east side of McLoughlin Boulevard. The roadway will be widened to a distance of 20' left of centerline, providing a 40' curb-to-curb typical section. Existing pavement left of centerline from Station 10+70 to 12+30 will be removed (as shown on plans) facilitating an improved grade at the intersections with McLoughlin and 13th Street. Recommend saw cut for pavement removal.

CURB: Type 'C' curb will be constructed from Station 10+95 (20' Lt) to Station 12+20 (20' Lt).

DRAINAGE: Due to roadway widening and grade improvement, the existing 12" storm sewers from Station 10+95 Lt. to 12+25 Lt and Station 10+95 Lt to 11+22 Rt. will need to be replaced. The existing inlet at Station 10+95 Lt. should be capped and used as a junction box. A new inlet will be constructed in front of the curb at Station 10+95 Lt.

UTILITIES: Utilities within the limits of this project should be contacted for field locations and depths of underground facilities prior to excavation work.

GEOLOGY: Test hole core indicates the existing surfacing is 2" asphalt and 7" of base rock over a charger of round river gravels. (See attached report.)

EXCESS MATERIAL: Excess material shall become the property of the contractor. A possible disposal area for excess excavation may be considered in the northwest quadrant of the intersection.

SALVAGED EQUIPMENT: Salvaged signal equipment shall become the property of the State of Oregon and will be delivered to the stoarge area at the Region 1 office at 9002 SE McLoughlin Boulevard.

PERMANENT SIGNING: No replacement or additional signing is required for this intersection.

TRAFFIC CONTROL: During pavement removal and base construction operations, diversion of westbound Park Avenue traffic will be required. Flagmen and traffic cones should be sufficient to accomplish this.

ADDITIONAL NOTES: For any details not covered by this report and the accompanying drawings, please refer to the Revised as Constructed plans, Contract No. 8477, dated 7/10/80, File No. 13V-139.

VERTICAL AND HORIZONTAL DATUM: Vertical datum is assumed elevation. Horizontal datum is right-of-way centerline as indicated on Right-of-Way Map.

ATTACHMENTS: #1 Cost Breakdown, #2 Test Bore Report.

Proj. Mgr.

COST BREAKDOWN

Intersection	Roadwork Cost	Signal Cost	R/W Cost	TOTAL
Park Avenue	$7,650	$23,650	none	$31,300

SIGNAL COST BREAKDOWN:

New Controller	1 ea	$19,000
New 3M Heads	2 ea (900 ea + 140 labor ea)	2,080
Teather Signal	380 l.f. wire @ $1.50/ft	570
New Loops	5 ea @ $75	375
Loop Wire	270 l.f. at $6/ft	1,625
		$23,650

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

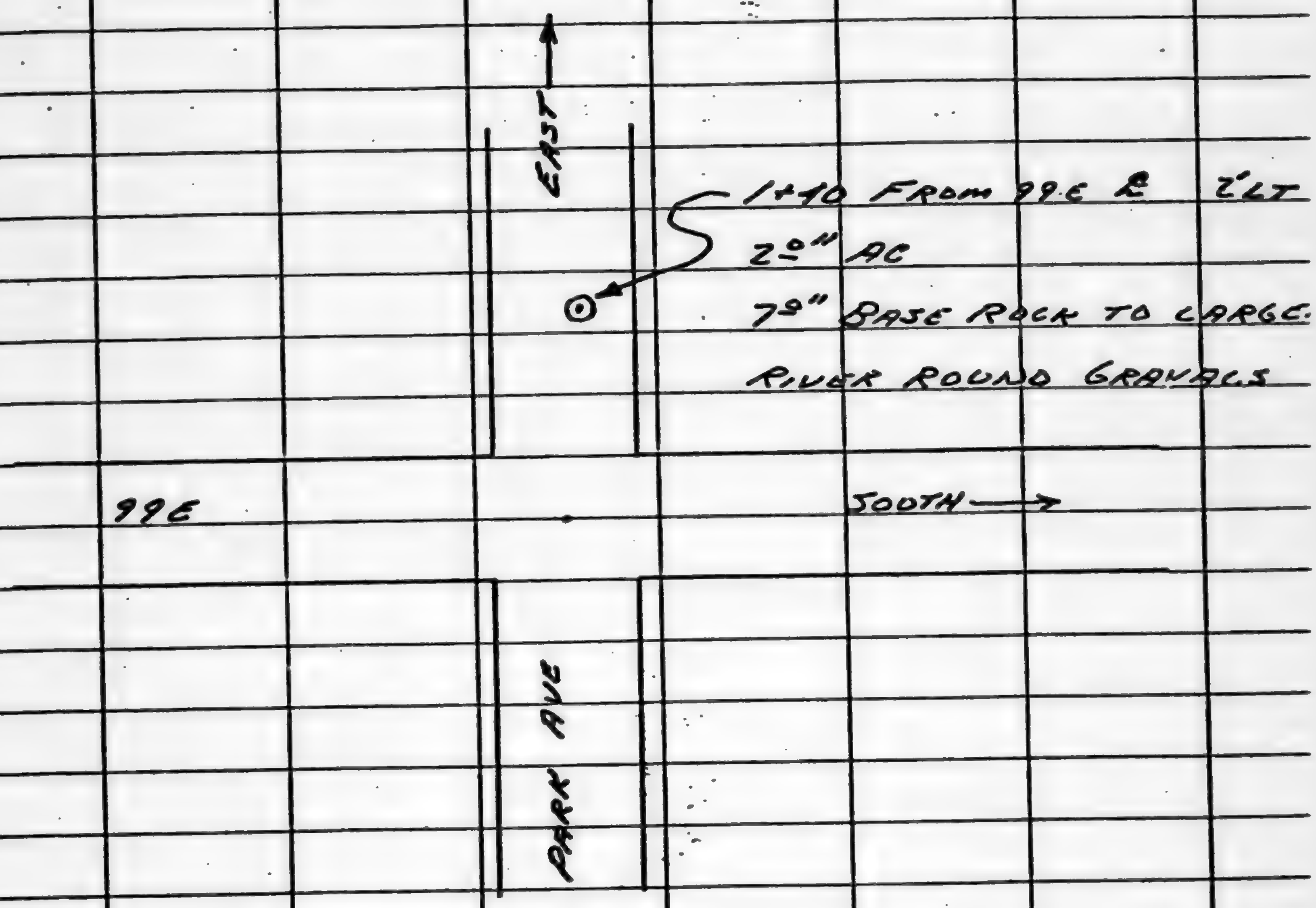
TABULATION SHE

SHEET .... OF .... SHEE

AC - B. ROCK DEPTH ON PARK AVE EAST OF 99E

3-10-83

PREFIX: 3-1918-901



1+40 FROM 99E ℄ 2'LT
2.0" AC
7.0" BASE ROCK TO LARGE
RIVER ROUND GRAVALS

ATTACHMENT 2

7761

1E N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 17
3-1918

TO: Ed Hardt
Metropolitan Region Engineer

DATE: March 1, 1983

FROM: Frank E. Terpin F.E.P.
Location Engineer

SUBJECT: Milwaukie-Oregon City
Pacific Highway East
Clackamas County

Ruly

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 1 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

Attached is a copy of Notice 81-1 effective November 1, 1981 and a copy of a supplemental letter dated September 21, 1982 from John C. Jenkins.

The survey you have submitted for the above-named project does not comply with the requirements as stated in the Notice.

Please see that these requirements are fulfilled, and that the results are submitted to the Final Design Section.

FET:PL:ja

Attachments

cc J. H. Versteeg w/att
D. R. Adams

GON STATE HIGHWAY DIVISION

NOTICE

NUMBER: 81-1	Page 1 of 1
EFFECTIVE DATE: November 1, 1981	
CANCELLATION DATE: Further Notice	

OFFICE Technical Services Branch

Issued By: E A Hunter
(SIGNATURE)

Assistant State Highway Engineer
(TITLE)

DISTRIBUTION:
Materials Section
Construction Branch
Region Engineers
Resident Engineers

SUBJECT Soil and Water pH and Resistivity Testing at Culvert Installation Sites

General:

Soil and water pH and resistivity are environmental factors generally considered to play a significant role in determining corrugated metal culvert durability.

Purpose:

To establish a procedure to measure soil and water pH and resistivity at each proposed culvert installation site where corrugated metal pipe would be an option (alumimum alloy, aluminum-coated steel, or galvanized steel).

Instructions:

During the location field survey, soil samples will be taken of foundation material at each proposed culvert installation site where the use of metal pipe would be an option. The backfill soil must also be sampled. If there is evidence of corrosion in other metal culverts handling the same stream flow, water samples will be required. This applies to new culvert installations, as well as to the extension of existing culverts. If the foundation soil changes significantly throughout the length of the culvert, or if the backfill material shows evidence of variability, more than one sample of foundation material and backfill material will be required.

All samples will be sent to the Engineering Laboratory in Salem for testing. A sample should weigh at least 50 pounds and may be submitted in either a heavy plastic or canvas bag. The sample data sheet should show the station, anticipated culvert size, whether the material is for foundation or backfill, and any appropriate comments about the condition of metal culverts in the vicinity.

FILE: MAT4-6

ATTACH TO
Notice
No 81-1
From ES Hunter

STATE OF OREGON INTER OFFICE MEMO

TO: Edward Hardt
C. O. Fredrickson
Alfred Shirley
Dale D. Allen
Robert D. Hector

DATE: Seprember 21, 1982

From: John C. Jenkins, PE
Engineer of Materials

Subject: Samples for Culvert
Environment Tests

On November 1, 1981, E. S. Hunter issued OSHD Notice No. 81-1 relating to the sampling and testing of soil and water for pH and resistivity at culvert sites.

This notice required that a sample of at least 50 pounds be submitted to the laboratory. This sample size was selected, in our inexperience, to cover all possible soil types, including some pretty rocky ones. We are finding that the majority of samples contain much more material than we need.

In the interest of reducing sampling and shipping costs, we recommend that the standard sample be reduced to 10 to 15 pounds. The amount of material that can be packed into a plastic bag, such as that used for 6 x 12 concrete cylinders, should be adequate. If the soil is very rocky, the large pieces may be removed and 10 to 15 pounds of the smaller material submitted.

gs

cc: E. S. Hunter
W. E. Schwartz
C. T. Keasey
J. H. Versteeg
F. E. Terpin

RECEIVED
SEP 24 1982
LOCATION
SECTION

NOTED
F. E. TERPIN

770K

NARRATIVE REPORT

MILWAUKIE - OREGON CITY

HWY. 99 E - CLACKAMAS COUNTY

3-1918-901

E.J. DUNN, PROJECT MANAGER FEBRUARY, 1983

PURPOSE

The purpose of this project is to improve the traffic flow and safety of nine intersections along Hwy. 99E and construct approximately six miles of overhead wire signal interconnect.

SCOPE

Improvements at the intersections will include widening where necessary to provide right turn lanes. Revision and modification will be required for all signals. Specific items at each intersection will be discussed under each intersection heading. Cost breakdown by intersection is provided on page 5 of this report.

SURFACING DESIGN

The surfacing design used on this project is an 1" overlay of existing surfacing to obliterate striping. Surfacing for the widening is 14" crushed aggregate base and 4" A.C.

SAFETY

Due to the high volume of traffic and the 45 MPH speed limit, temporary protection and direction of traffic is of great importance. Maximum use of temporary signing and traffic cones should control and protect the motoring public and pedestrian traffic.

HORIZONTAL & VERTICAL ALIGNMENT

Horizontal alignment will remain unchanged, following alignment shown on R/W drwaing 5B-3-15. No change to vertical alignment is anticipated.

HORIZONTAL CONTROL

Coordinates are assumed at each intersection. Bearings are based on the centerline bearing on R/W drawing 5B-3-15.

VERTICAL CONTROL

Vertical control on all intersections except Glen Echo is USC and GS datum, OSHD level line 310 A. The vertical control at Glen Echo is assumed.

MATERIAL SOURCE

Anticipate commercial suppliers.

EXCESS MATERIAL

Disposal of excess material shall be the contractor's responsibility.

SIGNAL WORK (GENERAL)

All existing signals should remain in working order until the new signal is ready to be turned on. Excess salvaged poles. heads, etc. will be the property of the State of Oregon. Salvaged items will be delivered to the Milwaukie Maintenance yard.

General overview of the signal work to be done by intersection is as follow:

Park Ave.- add two 3M heads, new controller, teather signals.

Countney Ave. - New 8 phase signal complete, salvage old signal.

Oak Grove Blvd. - New 8 phase signal, fire station intertie. Salvage old signal.

Concord Ave. - Relocated poles from Glen Echo, new controller, add four 3M heads, teather signals. Salvage old signal.

Naef Rd. - Relocate poles from Roethe Rd., new controller, four 3M heads, teather signals. Salvage old signal.

Roethe, Jennings, & Glen Echo - New 8 phase signal.

Gloucester - Add two 3M heads, new controller, teather signals.

TYPICAL SECTIONS

The typical section of McLoughlin Blvd. will be:

16' median/left turn refuge, four 12' travel lanes, two 8'-10' shoulders. Right turn lanes north and southbound, at the intersections will be 14' in width.

The typical sections of the side streets vary and are specified in the specific discussion of the intersection.

Storage length of right turn lanes will be 100 feet unless otherwise specified.

UTILITIES

All utility owners within the limits of the project should be contacted for field location of underground facilities prior to construction. Specific utility conflicts are discussed under each intersection heading. Minor adjustments of valve boxes and manholes will be required.

CURB AND SIDEWALK

Type "C" curb will be used in all widening areas on this project. Wheelchair ramps will be constructed at all intersections.

RIGHT OF WAY EASEMENTS

No right of way is required except at Jennings Ave.

COST ALTERNATIVES

Recommendation by J.D. McClure, Project Development Engineer, to use real time clock system as opposed to the interconnect cable. See attached letter from J.D. McClure dated Dec. 21, 1982 and letter from L.E. George dated Dec. 23, 1982. The cost savings would be the entire cost of the hard wire system.

ILLUMINATION

Illumination is now being provided by luminaires attached to signal poles.

Courtney, Concord, Roethe and Jennings have one existing luminaire. All others have two luminaires excepting Gloucester which has no illumination.

Recommendation is made to add two luminaires at Gloucester, upgrade service at Courtney, Concord, Rothe and Jennings, to two luminaires and service as current on the other intersections.

COST BREAKDOWN BY INTERSECTION

INTERSECTION	ROADWORK COST	SIGNAL COST	R/W COST	TOTAL
Jackson	No work	No work		
Courtney	103,493	75,000	None needed	178,493
Oak Grove	64,110	75,875	None needed	139,985
Concord	67,903	34,180	None needed	102,083
Naef	42,824	28,330	None needed	71,154
Roethe	70,627	70,000	None needed	140,627
Jennings	104,332	70,000	23,000*	197,332
Glen Echo	55,073	70,000	None needed	125,073
Glocester	73,058	22,030	None needed	93,088
Park	To be submitted at a later date			
TOTALS	581,420	445,415	23,000	1,049,835

The interconnect wire instead of the time-base system would add an additional cost of:

29,275 l.f. @ $10/ft. = $292,750

*R/w cost for this intersection can be deleted reducing the estimated cost to $174,332. Refer to attached letter dated January 19, 1983. Total project cost: $1,026,835.

JACKSON STREET (MP 5.5)

GENERAL SCOPE

No earthwork is required at this intersection. The intersection will be overlayed with one inch of asphalt after patching. The overlay should be feathered 18" from the face of curbs to match existing gutter grade.

During paving operations, in the intersection the asphalt should be compacted and cooled as quickly as possible to avoid lengthy traffic delays.

TYPICAL SECTION

The intersection will be restriped to accommodate two left turn lanes and one right turn lane on Jackson Street. McLoughlin Boulevard will be striped to accommodate a 14' median, two northbound lanes and two southbound lanes. The right-hand northbound lane will serve as a right turn/through lane at the intersection with Jackson.

SIGNAL WORK

The existing signal poles may be used. Addition of one new pole for the right turn lane on Jackson Street will be required. New detector loops and controller revision will be required.

DRAINAGE

No changes to existing facilities are anticipated. Existing inlets and pipes should be cleaned.

TERMINI

McLoughlin Boulevard between Monroe Street on the south and Scott Street on the north.

Jackson Street from Main Street to McLoughlin Boulevard.

COURTNEY AVE. (MP 7.41)

GENERAL SCOPE

Work includes widening of McLoughlin Blvd. on the SE, SW and NW corners, providing 12' right turn lanes. Work on the SW corner consists of curb removal and replacement providing an improved radius.

No widening of Courtney Ave. is proposed at this time except at the NW corner.

TYPICAL SECTION

The typical section on Courtney Ave. will be:

12' center lane left turn, 15' through lane, and a 13' right turn lane.

EXISTING SURFACING

The existing surfacing appers to be in sound condition.

DRAINAGE

No changes to the drainage pattern are proposed. Four new inlets will be required due to widening. Bicycle grates should be used on these inlets. Inlets removed due to widening should be replaced with cast-in-place manholes tp avoid blind connections to the existing storm sewer.

DRIVEWAYS

Existing driveways disturbed by widening shall be repaired/replaced in kind. No relocation of driveways is proposed.

SIDEWALK AND CONCRETE ISLANDS

Sidewalks are to be constructed/re-constructed on all quadrants.

LANDSCAPING

The current proposal has several planting or landscaping areas; between the curb and sidewalk.

These shall become seeded lawn.

UTILITIES

One fire hydrant is to be relocated.

TRANSIT FACILITIES

Relocation of a bus shelter on the east side of McLoughlin at Station 242+12 must be relocated north of Courtney Rd. on McLoughlin Blvd. This work could be done "by others" (Tri-Met).

TERMINI

McLoughlin Blvd. Station 240+30 to 247+30.

Courtney Ave. Station 8+45 to 13+00

SIGNAL WORK

This intersection will require a complete new 8 phase signal installation.

OAK GROVE BLVD. (MP 7.88)

GENERAL SCOPE

Work will include widening of McLoughlin Blvd. on the SE and NW corners to provide 14' right turn refuges. No widening on Oak Grove Blvd. is required, turn refuges will be provided by restriping. Right turn storage 140 ft. south approach, 100 ft. north approach.

TYPICAL SECTION

The existing width on Oak Grove Blvd. at the intersection is enough to provide 13' center left turn lanes, 15' right turn and 16' through lane by restriping east of McLoughlin Blvd. West of McLoughlin Blvd., 13' center left turn lane, 13' right turn lane, and 16' through lane.

EXISTING SURFACING

Existing surfacing, on Oak Grove Blvd. (east side), is in poor condition. The pavement is breaking up in several places. Recommendation is made to remove and replace deteriorated areas.

DRAINAGE

Three new inlets are needed to carry surface water away from crosswalks and travel lanes. Locations of new inlets are shown on the detail map. Type CG-1 inlets were chosen because trash is likely to be a problem in this area. Bicycle grates should be used on all inlets. 12" pipe would be used to connect the new inlets to the existing 12" storm sewer.

DRIVEWAYS

Existing A.C. approaches at Sta. 216+45 RT and 217+00 RT are to be replaced with 30' PCC approaches. Driveway at 219+60 LT is to be closed and relocated at Sta 220+40. Driveways at 221 and 221+60 LT are to be replaced with PCC driveways. Driveway at 219+50 RT is to be closed.

SIDEWALK AND RAMPS

Sidewalk work is proposed on the NW corner of the intersection. New sidewalk is to be constructed around the radius on hte SE and NE. A wheelchair ramp is to be constructed at the SW corner.

TERMINI

McLoughlin Blvd. Sta. 215+73 to 223+00

Oak Grove Blvd. Sta 23+50 to 27+00

SIGNAL WORK

This intersection will require a complete new 8 phase signal and a fire interconnect to the fire station on Oak Grove Blvd. The fire station is located approximately 300 ft. westerly of the intersection.

CONCORD ROAD (MP 8.42)

GENERAL SCOPE

Work will include widening McLoughlin Blvd. on the NW corner for a right turn lane to westbound on Concord Road. Reconstruction of the curb radius on the NE corner providing a safer right turn movement from Concord to McLoughlin. Minor widening on Concord Road, left side, west of McLoughlin.

No widening is proposed on Concord Road on the east side of McLoughlin Blvd. No widening of McLoughlin is proposed on the SE corner due to the wood retaining walls at the bank. These retaining walls have been constructed on the R/W by special permit. The right turn lane may be accomplished by re-striping. This will result in a 12' turn lane rather than a 14' turn lane.

TYPICAL SECTION

McLoughlin Blvd. south side of Concord Road:

16' median/continuous left turn lane, four 12' travel lanes, 12' right turn lane and 8' shoulders.

McLoughlin Blvd. north side of Concord Road:

16' median/continuous left turn refuge, four 12' travel lanes, 14' right turn lane, 10' shoulders.

Concord Road west side of McLoughlin:

12' center lane/left turn, one 15'+ through lane, right turn lane 14' width.

Concord Road east side of McLoughlin:

12' center lane/ left turn, one 14'+ through lane, one right turn, 12'.

EXISITING SURFACING

Existing surfacing appears to be in sound condition.

DRAINAGE

Three new inlets are needed to replace inlets removed due to widening. Inlets removed will be replaced by cast-in-place manholes, avoiding a blind connection to the existing storm sewer. New inlets should have bicycle grates.

SIDEWALK

8' sidewalk is proposed on McLoughlin from the corner to Sta. 192+90 in the NW quadrant, from the corner to the first driveway in the SW quadrant and between the dirveways on the NE quadrant.

DRIVEWAYS

Concrete approaches are proposed to replace the A.C. approaches at Sta. 191+46. 192+10 and 193+20..

UTILITIES

Relocation of power poles within the right of way on Concord Road west of McLoughlin will be necessary.

TERMINI

McLoughlin Blvd. 186+75 to 193+75
Concord Road 17+25 to 23+00

SIGNAL WORK

Existing signal poles are not safe. Recommendation is made to construct signal work on this intersection at the same time as Glen Echo. Cost of signal construction could be reduced approximately 50% by relocating the existing signal from Glen Echo, with modified mast arms, to this intersection. General work would include moving poles from Glen Echo signal, new pole foundations, new controller, longer mast arms and add four 3-M signal heads.

NAEF ROAD (MP 8.99)

GENERAL SCOPE

Work in general will be widening McLoughlin Blvd., on the NW corner to provide a 9' right turn lane and improved radius.

No work is proposed on Naef road except overlay.

TYPICAL SECTION

Naef road will not be changed.

EXISTING SURFACING

Existing surfacing appears to be in sound condition except on Naef road easterly of McLoughlin. Recommendation is made to use 1" of patching and 1" of overlay in this area.

DRAINAGE

No new drainage items.

CURB AND SIDEWALK

No curb is proposed along the left side of Naef road, Sta. 8+80 to 11+67. This area serves as the driveway to the MotorView drive-in theatre.

A 7' sidewalk is proposed in NW corner of the intersection.

RIGHT OF WAY

No slope easements are needed.

DRIVEWAYS

Driveways disturbed during construction shall be repaired or replaced with PCC.

UTILITIES

Adjustment of valve boxes and relocation of two water valves.

TERMINI

McLoughlin Blvd. Sta. 157+40 to 163+62

Naef Rd. Sta 8+80 to 15+00.

SIGNAL WORK

Existing poles are not safe. Recommendation is to construct signal work at this intersection at the same time as Roethe Rd. The existing Roethe Rd. signal, with modifications, could then be relocated to this intersection.

General work would include relocation of poles, new controller and add 2 new 3-M heads.

ROETHE ROAD (MP 9.22)

GENERAL SCOPE

Widen McLoughlin Blvd. on the SE and NW corners of the intersection. Widen Roeth Rd. on the NE corner providing for right turn lanes.

No work is proposed on Roethe Rd. west of McLoughlin.

Roethe Road, on the east side of McLoughlin, will be widened about two feet providing for a center/left turn lane.

Recommendation is made to saw cut the existing walk for removal work when widening McLoughlin on the NW quadrant. This would prevent unnecessary damage and replacement needs for this area. Right turn storage north, south and east approaches 100 feet.

TYPICAL SECTION

The typical section on Roethe Road east of McLoughlin Blvd. will be: 16' center lane/left turn refuge and two 14' travel lanes. Widening work on Roethe Road could be deleted if lane widths were reduced to three 14' lanes.

EXISTING SURFACING

Existing surfacing appears to be in fair condition.

DRAINAGE

One inlet at Sta. 150+00 left is to be removed and replaced with a cast-in-place manhole. A new inlet is to be constructed along the curb line and connected to the manhole.

SIDEWALK AND RAMPS

Existing sidewalks will not be removed. Build a 7' concrete sidewalk 140 lin. ft. SE quadrant, 120 lin. ft. NE quadrant.

TRANSIT FACILITIES

An existing bus shelter at Sta. 147+50 right will need to be relocated. This work could be done "by others." The bus shelter will be located in the NE quadrant of the intersection.

DRIVEWAYS

Three driveways will be replaced due to widening; these should be replaced with PCC. The driveway at Sta. 148+78.5 into Kenney Shoes will be closed. The driveway at 149+89 will be widened to a 35' entrance width.

UTILITIES

One fire hydrant requires relocation.

TERMINI

McLoughlin Blvd: Sta. 144+50 to a5a+62

Roethe Rd: Sta. 8+90 to 11+00

SIGNAL WORK

This intersection requires a complete new 5 phase system.

JENNINGS AVE. (MP 9.80)

GENERAL SCOPE

Widen McLoughlin Blvd. on the NW and SE corners to provide 14' right turn lanes.

Widen Jennings Ave. on the NE and SW corners to provide turn lanes onto McLoughlin.

Block off Abernethy and Arista Streets, at the intersection, to prevent left turn movements from McLoughlin to these streets. Right turn storage north and south approaches 150 ft. East approach 120 feet, west approach 100 feet. Provide sidewalk at all quadrants of the intersection.

ABERNETHY ACCESS

Abernethy St. will be blocked at its intersection with McLoughlin and Jennings. This will be accomplished with type 'C' curb, sidewalk and guard rail. Access to Abernethy St. will be via Hull Ave., 1 block south of Jennings. At present no movement from Abernethy to McLoughlin is allowed.

ARISTA ACCESS

Arista Drive will be blocked at its intersection with McLoughlin and Jennings.

This will be accomplished with type 'C' curb and 8'concrete sidewalk.

A new access will be constructed for Arista Drive approximately 200 feet noth of Jennings Ave. The existing access at the intersection is hazardous.

TYPICAL SECTION

The typical section on McLoughlin Blvd. will be: 16' median/continuous left turn lane, four 12' travel lanes, 14' right turn lanes and 8' shoulder.

The typical section on Jennings Ave. will be: 13' free right turn (100' storage west side and 120' storage east side). 12' center thru/left turn lane and 15' curb lane. Existing paved width of Jennings Ave. is 22' average.

DRAINAGE

The outlet pipe from the inlet at Sta. 'J' 26+57 LT should be cleaned, and extended northerly through the new Arista connection.

UTILITIES

Several utility poles and a fire hydrant require relocation.Valve boxes and manholes will need to be adjusted. All utilities having facilities within the limits of this project should be notified prior to construction.

RIGHT OF WAY

Purchase of a 0.07 acre parcel, from SouthernPacific and Union Pacific, will be required, for purposes of constructing the new access to Arista Drive. This parcel is a portion of the abandoned Portland Traction Co. R/W.

ENCROACHMENTS

The awning on the barber shop building, at Sta. 'J' 27+85 ± currently extends onto the county R/W. This encroachment extends over the proposed edge of pavement in the taper section.

GENERAL NOTE

This intersection has been previously submitted to Final Design as it requires purchase of R/W.

EXISTING SURFACING

Existing surfacing appears to be in good condition.

TERMINI

McLoughlin Blvd.: Sta. 114+50 to 121+60

Jennings Ave.: Sta. 22+50 to 28+60

SIGNAL WORK

This intersection requires a complete new 5 phase signal. Relocation of the existing poles to another intersection is questionable. The strength of these poles should be checked. Re-use at another intersection on this project could result in an overall savings.

Recommendation is made to use mast arm type signal poles on this intersection due to a possible conflict with high voltage overhead power wires.

GLEN ECHO (MP 10.3)

GENERAL SCOPE

Widen McLoughlin Blvd. on the NW corner to provide 14' right turn lane.

Overlay and restripe Glen Echo east of McLoughlin to provide 12' turn lane, one 13' travel lane and one 14' travel lane. Restrip Glen Echo west of McLoughlin providing 12' center/left turn lane, one 13' travel and and one 16' travel lane.

Widening in the SE quadrant has been done by the developer of the corner property.

EXISTING SURFACING

Existing surfacing appears to be in sound condition.

DRAINAGE

One inlet is to be capped and connected to two new inlets in the gutter line.

DRIVEWAYS

One driveway will need to be rebuilt due to widening of McLoughlin Blvd.

CURB, SIDEWALK AND RAMPS

8' PCC walk NW quadrant, wheelchair ramps to be added at the SW and NE quadrants.

TERMINI

McLoughlin Blvd: Sta. 88+30 to 94+30

Glen Echo Road: Sta. 7+40 to 13+60

SIGNAL WORK

This intersection requires a new 5 phase system.

GLOUCESTER (MP 10.75)

GENERAL SCOPE

Widen McLoughlin Blvd. on the NW and SE corners. Construct type 'C' curb at widened areas. No widening to be done on side streets.

TYPICAL SECTION

The typical width on Gloucester is 36 feet and could be striped to accomodate three 12' lanes.

EXISTING SURFACING

Existing surfacing appears to be in sound condition.

DRAINAGE

Existing inlets in the widening areas should be capped and new inlets installed along the new curb line.

DRIVEWAYS

Driveways disturbed by construction are to be replaced with concrete driveway approaches.

TERMINI

McLoughlin Blvd.: Sta. 65+00 to 69+74

Gloucester: 300 feet either side of intersection.

SIGNAL WORK

Add two 3 M heads, new controller, teather signals, install new loops.

SIDEWALK

8' PCC walks are to be added on the NW, SE, and NE corners of the intersection. Length and location as shown on detail map.

SIGNAL COST SUPPORT

Note: PRICES INCLUDE 30% ENGINEERING & CONTINGENCIES

COURTNEY AVE.

New 8 phase system (complete)	75,000

OAK GROVE BLVD.

New 8 phase system (complete)	75,000
Fire interconnect wire 75¢/ft. @ 300 ft.±	225
Terminal cabinet for fire interconnect	250
Misc. hardware	100
Messenger cable $1.00/ft.	300
	75,875

CONCORD (Relocated signal from Glen Echo - 5 phase)

Install poles 4 poles @ 350 each	1,400
Pole foundations 4 each @ 1000 each	4,000
New controller	19,000
2 mast arms (side streets) 3,000 each	6,000
Span & teather wire 200' @ 1.50/ft.	300
2 3M heads 900 ea + 140.00 labor each	2,080
Install salvaged heads 6 each @ 150.00	900
Misc. hardware	500
	34,180

NAEF ROAD (Relocated signal from Roethe

Install poles 4 poles @ 350.00	1,400
Pole foundations 4 each @ 1,000 ea.	4,000
New controller	19,000
Span & teather wire 1.50/ft (300'±)	450
2 3M heads 900 ea + 140 labor ea	2,080
Install salvaged heads 6 ea @ 150.00 ea	900
Misc. hardware	500
	28,330

ROETHE ROAD

New 5 phase system	70,000

JENNINGS ROAD

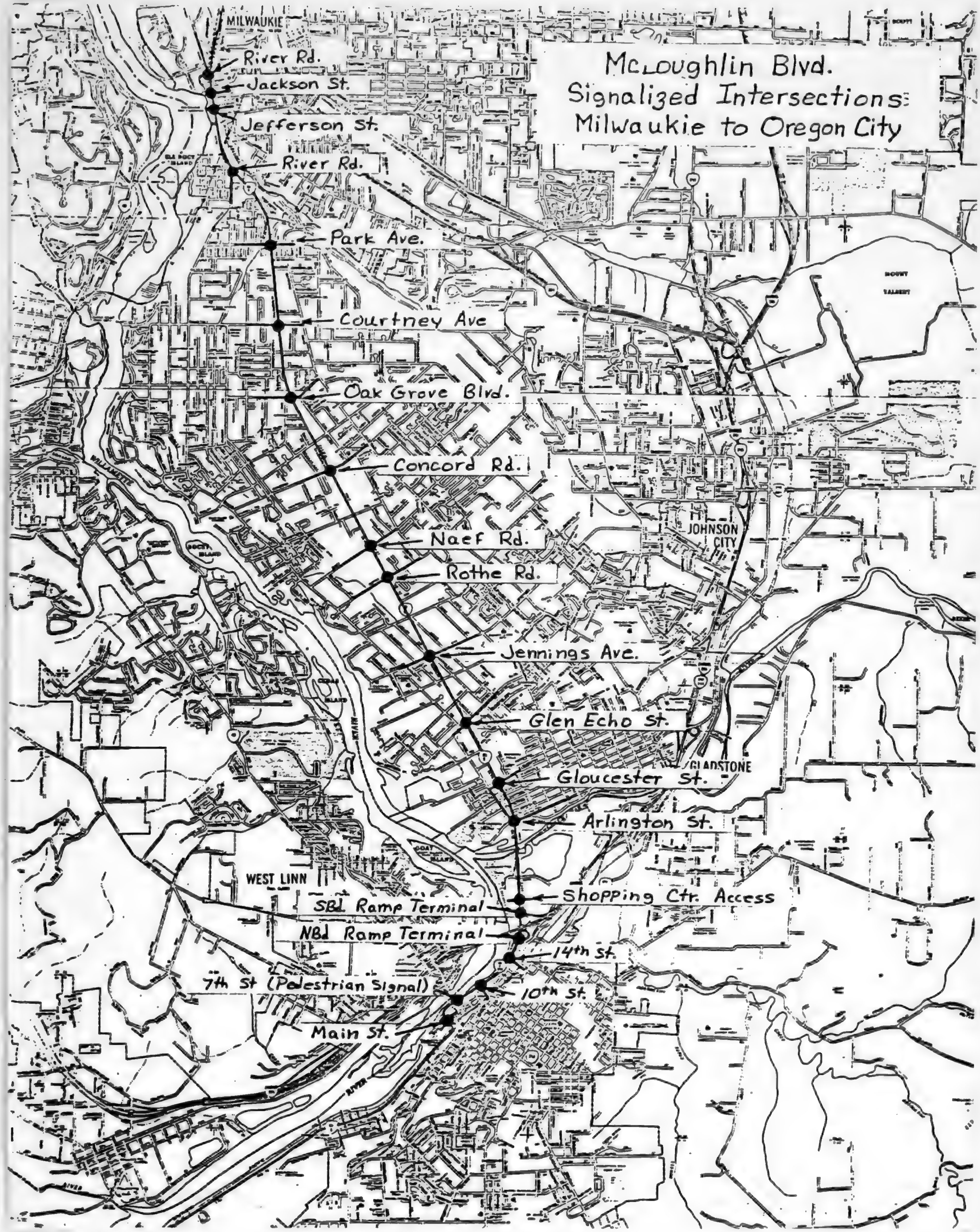
New 8 phase system	75,000

GLEN ECHO

New 5 phase system	70,000

GLOUCESTER

2 3M heads 900 ea + 140 labor ea.	2,080
New controller	19,000
Span & teather wire 300 ft @ 1.50/ft.	450
Misc. hardware	500
	22,030



McLoughlin Blvd. Signalized Intersections: Milwaukie to Oregon City

MILWAUKIE
River Rd.
Jackson St.
Jefferson St.
River Rd.
Park Ave.
Courtney Ave
Oak Grove Blvd.
Concord Rd.
Naef Rd.
Rothe Rd.
Jennings Ave.
Glen Echo St.
Gloucester St.
Arlington St.
Shopping Ctr. Access
SBd Ramp Terminal
NBd Ramp Terminal
14th St.
7th St (Pedestrian Signal)
10th St.
Main St.
JOHNSON CITY
GLADSTONE
WEST LINN
MOUNT TALBERT
WILLAMETTE
RIVER

STATE OF OREGON INTEROFFICE MEMO

Highway - Traffic

TRA 7-6

RECEIVED
JAN 1 1983
RES. ENGR.

TO: J. D. McClure
Project Development Engineer

DATE: December 23, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signal Intertie
Milwaukie-Oregon City
Pacific Highway East (McLoughlin Boulevard)

OM MRE OE PPM CE
TOS ME
US DEC 28 1982 [✓ PDM]
CSA Metro Region TAM
SO PA EM BUD LM

The use of time base coordination for the McLoughlin Boulevard system is the most cost effective method to install. We will incorporate it in the signal design when the subject project is active.

L E George

L. E. George
Traffic Engineer

WRZ:ds

cc: E. L. Hardt
T. H. Schwab
R. W. Failmezger

E. J. Dunn - for the purpose of costing out this project, use the time base system. No hard wire needed.

5-1518

STATE OF OREGON

INTEROFFICE MEMO

TO: E. J. DUNN
Project Manager

DATE: December 21, 1982

FROM: J. D. McCLURE
Project Development Engineer

SUBJECT: Signal Intertie
Milwaukie-Oregon City
Pacific Highway East (McLoughlin Blvd.)

As we discussed since your current preliminary engineering estimate exceeds the funding available by about $250,000, I recommend we proceed with a real time clock system to handle traffic progression. The use of the clock system should result in a savings of approximately $250,000, since the interconnect cable would not be required.

I also recommend we submit the entire field survey at this time to proceed with preparing the right-of-way description for the property required at Jennings Avenue and allowing additional time for our traffic signal design section to develop the design for the system. If the County or Tri-Met request additional sidewalks, bus platforms, shelters, etc., it would have to be funded with UMTA Section 3 funds requiring a 20 percent local match from either the County or Tri-Met. We will need to treat these additional items as "add ons" to the initial preliminary engineering along with developing a separate agreement to use UMTA Section 3 funds.

po

cc: E. L. Hardt
L. E. George
D. R. Adams
T. S. Schwab
Ron Failmezger
Curt Duval

McClure
3-1918

OI GON STATE HIGHWAY DI SION
INTER-DEPARTMENT CORRESPONDENCE
Milwaukie, Oregon

DATE January 19, 1983

TO MEMO TO THE FILE

FROM KENNETH L. ROLFE
Region R/W Supervisor
METRO - Region

SUBJECT JENNINGS AVENUE INTERCHANGE R/W
Milwaukie, Oregon City N.C.L.
Pacific Highway E.

OM MRE OE PPM CE
TOS
US JAN 27 1983 ME
~~PDM~~
CSA Metro Region TAM
SO PA EM BUD LM

Rod Henry has advised this office we have no right of way to acquire on the N.W. quadrant of this intersection.

The old Portland Traction R/W deeds had a reversionary clause in them so that R/W would revert to the property owner when the railroad ceased to function. There is no record of this property owner or any probates filed to indicate who it might be. Therefore, we will proceed on the basis that this is public domain.

Portland Traction doesn't have any identifiable interest.

KLR:kc

cc Rod Henry
J. McClure
E. Hardt

cc Carl Duval
E.S. Dunn

7701 1E 11

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

January 18, 1983

J. H. Versteeg
Road Design Engineer

File 53246
Milwaukie-Oregon City Section
Pacific Highway East
Clackamas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 18 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal fourth quarter of 1984.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

1708

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Milwaukie-Oregon City, Pacific Highway East (McLoughlin Boulevard)

REGION
Metro

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	3-1918	1-7-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 60,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY		600	934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN		6,000	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN		500	922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		500	923 ENVIRONMENTAL SECTION		500	950 TRAINING		700
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		48,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,000	932 RAILROAD & UTILITIES		300			

TOTALS	$135,400	$135,400
PREVIOUS AUTHORIZATION		$ 70,000
ADD. AUTH. REQUIRED		$ 65,400

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-26(25)

LOCATION ENGINEER'S REMARKS

Prepare Plams, Specifications, & Estimate for a construction contract.

Bring Up

PREPARED BY	DATE 1-5-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/9/83
RECOMMENDED, REGION ENGINEER X	DATE 1-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-8-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/6/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4-20-83	

734-1914 (7-82)

January 3, 1983

Andy Cotugno, Transportation Director
Metropolitan Service District
527 Southwest Hall Street
Portland, OR 97201

SUBJECT: McLoughlin Boulevard Decision Process

I would like to offer the following comments in reference to your December 13 memo.

I suggest that the whereas referencing the City of Portland and Milwaukie's disagreement on the merits of Phases II, III and V be revised to read:

> *WHEREAS, the City of Portland, Clackamas County and Oregon Department of Transportation disagree with the City of Milwaukie on the merits of Phases II, III and V, but agree that further consideration of Light Rail is necessary before initiating construction of Phases II, III and IV; now, therefore,*

I offer the following comments relative to Attachment A.

McLoughlin Boulevard Decision Process

(1) I find it incredible that Multnomah County has been able to delay the decision on the Preferred Highway Alternative. I suggest that some type of time limit or other device be instituted in this process in order to prevent Multnomah County from further delaying the decision on the project, particularly where all other jurisdictions, including the City of Portland, Clackamas County, Milwaukie and ODOT, have made their decisions.

(2) Specifically relative to Paragraph 4, Attachment A, I suggest it be rewritten to specify "ODOT proceed to write the Final Environmental Impact Statement for all four phases of the McLoughlin Boulevard Project, including an agreed upon Tacoma design, acknowledge that Milwaukie does not support Phases II, III and V preferences (Phase II is within the city limits of Milwaukie); acknowledge whatever decision is finally reached from Multnomah County, and acknowledge that funding for Phases II, III and IV will be based upon the results of LRT studies in the Corridor (assuming that Phase I is approved)."

(3) Item 5, Attachment A should be revised to include the I-205 South Corridor with the consideration of the Milwaukie, I-5 North, and I-205 Corridors. I see no way that a systems analysis of the light rail configuration for the Eastside can be effectively completed without considering the I-205 South Corridor. There is no question in my mind that the I-205 South Corridor does impact the McLoughlin Corridor and vice versa.

I suggest that a meeting of the two counties, two cities, ODOT and METRO staff be directed at finalizing this resolution which you have drafted.

Robert N. Bothman, P.E.
Assistant State Highway Engineer

RNB:lb

cc Edward L. Hardt
Ted Spence

METRO

METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: December 13, 1982

To: Mayor Burgess, Hugh Brown
Ed Hardt, Bob Bothman
Steve Dotterrer
Bebe Rucker
Winston Kurth
Paul Bay, Bill Lieberman

From: Andy Cotugno AC

Re: McLoughlin Boulevard Decision Process

Attached for your review and comment is a staff report and resolution establishing a decision process for the McLoughlin Boulevard highway and transit project. I will be in contact with you to set up a meeting of corridor officials to determine if this is the appropriate course of action before going to JPACT and the Metro Council for adoption. Please notify me of your comments so that I can use this material in its revised form at the meeting.

ACC:lmk

Enclosures

RECEIVED
ASST STATE HWY ENGR
DEC 14 '82
REFER TO
FOR

[illegible]	[illegible]	[illegible]	D/R	Sign	Act	File

NOTED
ROBERT N. BOTHMAN

STAFF REPORT

Agenda Item No. ____________

Meeting Date ______________

CONSIDERATION OF RESOLUTION NO. FOR THE PURPOSE OF RESERVING THE MCLOUGHLIN BOULEVARD INTERSTATE TRANSFER FUNDING AND ESTABLISHING A DECISION PROCESS

Date: December 6, 1982 Presented by: Andy C. Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Due to the extent of disagreement on the preferred McLoughlin Boulevard highway improvement, this Resolution would establish the process for resolving these issues (as fully described in Attachment "A" to the Resolution). Generally, this Resolution: a) formally establishes that consensus on the scope of a Tacoma improvement will be initiated after Multnomah County completes its evaluation of alternative Tacoma improvements; b) formally recognizes that Metro and Tri-Met should complete further evaluation of the feasibility of LRT in the Milwaukie Corridor and the need for and timing of LRT and Phases II, III and IV of the highway improvements; and c) "freezes" the McLoughlin Boulevard Interstate Transfer funding pending completion and resolution of these issues.

Background:

Metro Resolution No. 79-111 allocated $20.6 million of Interstate Transfer funding to a McLoughlin Boulevard highway improvement. This Resolution, based upon Staff Report No. 59, established a highway, rideshare and bus improvement program as the most cost-effective method of serving Portland to Milwaukie travel. Resolution No. 80-185 (based upon Staff Report No. 69) adopted the full corridor improvement strategy (including the corridor from Milwaukie to Oregon City) and allocated funding for supportive improvements, including transit stations and neighborhood traffic control devices. In both actions, Light Rail Transit was recognized as a long-range improvement due to insufficient existing ridership and insufficient funding.

During the past three years, ODOT has completed preliminary engineering and prepared an Environmental Impact Statement on three highway alternatives and are recommending construction of a six-lane McLoughlin widening with a Tacoma overpass in the following phases:

Phase I - Tacoma overcrossing and interchange, River Road realignment at Harrison (the "jughandle") and signal intertie;

Phase II - six-lane widening and reconstruction from Ochoco intersection to Highway 224, Highway 224/McLoughlin interchange reconstruction;

Phase III - widened Union/Grand viaduct with connection to I-5/Marquam ramps and restriping south to 17th to include a median reversible lane;

Phase IV - six-lane widening of the remainder from 17th to Ochoco.

Portland, Milwaukie and Clackamas County have all endorsed a first priority improvement at Tacoma, but have reservations about the cost. Milwaukie, in particular, questions the high cost and has asked for further justification. Multnomah County has deferred taking action on the project and has initiated an independent evaluation of alternative lower cost, lower impact Tacoma improvements.

Portland and Clackamas County have endorsed Phases II, III and IV of the improvement in accordance with the ODOT recommended staging plan. Milwaukie does not yet support Phases II, III and IV, but intends to reconsider its position after further consideration of LRT.

Metro and Tri-Met have initiated an examination of the feasibility of LRT in the Milwaukie and Bi-State Corridors as the first step toward development of a region-wide LRT system plan. This will provide the information needed on the economic feasibility of LRT, the need for transit vs. highway capacity over the next 20 years and will provide the basis for initiating a "Phase II Alternatives Analysis" under the federal process for considering a New Rail Start.

EXECUTIVE OFFICER'S RECOMMENDATION

COMMITTEE CONSIDERATION AND RECOMMENDATION

ACC/srb
7316B/327
12/10/82

[illegible]

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF RESERVING THE) RESOLUTION NO.
MCLOUGHLIN BOULEVARD INTERSTATE)
TRANSFER FUNDING AND ESTABLISHING) Introduced by the Joint
A DECISION PROCESS) Policy Advisory Committee on
) Transportation

WHEREAS, Metro "Staff Reports No. 59 and 69" present an evaluation of alternative transportation improvements in the McLoughlin Boulevard corridor between Portland and Milwaukie; and

WHEREAS, Metro Resolution No. 79-111 allocated $20.6 million of Interstate Transfer funding to a McLoughlin Boulevard highway improvement and established Light Rail Transit as a potential long-range improvement; and

WHEREAS, The Oregon Department of Transportation has completed preliminary engineering and environmental studies for McLoughlin Boulevard and has recommended construction in four phases, as follows:

Phase I - Tacoma overpass, River Road realignment at Harrison, signal intertie.

Phase II - Widening to six lanes from Ochoco to Highway 224 and interchange reconstruction at Highway 224.

Phase III - Widen Union/Grand viaduct.
Phase IV - Six-lane widening from 17th to Ochoco; and

WHEREAS, The Cities of Portland and Milwaukie and Clackamas County have endorsed the Phase I improvement with concerns about minimizing Tacoma overcrossing costs; and

WHEREAS, Multnomah County has initiated an independent effort to evaluate alternative Tacoma improvements; and

WHEREAS, Tri-Met has completed a preliminary evaluation of the "short-range" feasibility of LRT and concluded that the corridor merits further consideration; and

[illegible] and ODOT

WHEREAS, The cities of Portland ~~and Milwaukie~~ disagree on the merits of Phases II, III and IV, but agree that further consideration of LRT is necessary before initiating ~~any~~ construction ~~beyond~~ of Phase ~~I~~ 2, 3 and 4; now, therefore,

with Milwaukie

BE IT RESOLVED,

1. That the Metro Council "reserves" the McLoughlin Boulevard Interstate Transfer funding pending:

   a. Resolution of the scope of the Phase I - Tacoma Boulevard improvement; and

   b. Resolution of the need for and timing of LRT and Phases II, III and IV of the highway improvement.

2. That the Metro Council adopts the strategy described in Attachment "A" as the process for resolving these issues.

ADOPTED by the Council of the Metropolitan Service District this ______ day of __________, 1982.

____
Presiding Officer

ACC/srb
7316B/327
12/10/82

ATTACHMENT "A"

McLoughlin Boulevard Decision Process

Set time

1. Defer further decision-making on the preferred "highway" alternative pending completion of the Multnomah County study of alternative Tacoma improvements.

2. After completion of the above study, all affected jurisdictions will re-examine their adopted positions to determine whether an alternative design for Tacoma is preferred.

3. Assuming consensus on Phase I of the McLoughlin Boulevard highway project, JPACT/Metro allocate necessary Interstate Transfer funding to proceed with Phase I right-of-way acquisition and construction.

4. ODOT proceed to write the Final Environmental Impact Statement for the full McLoughlin Boulevard project including the "finalized" Tacoma design in ~~order to allow Phase I to proceed to construction~~. The ODOT ~~decision to proceed with the~~ FEIS will ~~be with the~~ recogni~~tio~~n that: 1) Milwaukie does not ~~yet~~ support Phases II, III and IV (Phase II is within the city limits of Milwaukie); and 2) funding for Phases II, III and IV ~~must be released~~ by JPACT/Metro b~~efore final desig~~n, ~~right-of-way acquisition and construction can proceed~~.

will be based upon ~~is subject~~ ~~to~~ results of LRT studies in the corridor

5. Metro/Tri-Met will complete LRT studies for the Milwaukie Corridor, I-5 North Corridor and I-205 North and South Corridors to determine:

   a. the cost-effectiveness of implementing LRT in the Milwaukie Corridor;

   b. the interrelationship of LRT construction in the Milwaukie Corridor, I-5 North and South Corridors and on the Central Eastside;

   c. the need for and timing of transit vs. highway capacity in the McLoughlin Corridor relative to the growth in travel demand; and

   d. potential transit and highway financing techniques.

6. After completion of the LRT study:

   a. All affected jurisdictions will consider their position on the overall highway/transit McLoughlin Boulevard Improvement Strategy and staging plan; JPACT/Metro will amend the RTP accordingly.

   b. JPACT/Metro will adopt an overall McLoughlin Boulevard highway/transit financing strategy and allocate the Interstate Transfer Reserve accordingly.

c. The corridor and limits of the next "Phase II Alternatives Analysis/DEIS" for consideration of LRT will be defined and an application for funding will be submitted to UMTA.

ACC/srb
7316B/327
12/10/82

9708

McLOUGHLIN at JENNINGS AVENUE

PACIFIC HIGHWAY EAST

Clackamas Highway

3-1918

December 1982

Purpose: Signal improvements from Milwaukie to Oregon City along McLoughlin Blvd. This is one of nine signals to be improved.

Scope: Widen McLoughlin Blvd. on the Northwest and Southeast corners to provide 14-foot right-turn lanes. Widen Jennings Ave. on the Northeast and Southwest corners to provide turn lanes onto McLoughlin Blvd. Block off Abernethy and Arista Streets at the intersection to prevent left-turn movements from McLoughlin to these streets.

Abernethy Access: Abernethy Street will be blocked at the intersection of McLoughlin and Jennings. This will be accomplished with Type "C" curb and guard rail. Access to Abernethy St. will be via Hull Ave., one block south of Jennings. At present no movement from Abernethy to McLoughlin is allowed.

Arista Access: Arista Drive will be blocked at the intersection of McLoughlin and Jennings. This will be accomplished with Type "C" curb and 8-foot concrete sidewalk. A new access will be constructed for Arista Drive approximately 200-feet North of Jennings Ave. The existing access at the intersection is hazardous.

Right-of-Way: Purchase of a 0.07 acre parcel, from Southern Pacific and Union Pacific, will be required for purpose of constructing the new access to Arista Drive. This parcel is a portion of the abandoned Portland Traction right-of-way.

Typical Section: The typical section on McLoughlin Blvd. will be:

16-foot Median/Continuous Left Turn Lane
Four 12-foot Travel Lanes
14-foot Right Turn Lane
8-foot Shoulder

The typical section on Jennings Avenue will be:

14-foot Left Turn Refuge (100-foot storage west side and 120-foot storage east side)
Two 13-foot travel lanes

Existing paved width of Jennings Avenue is 22-foot average.

Surfacing: A one inch A/C overlay will be used to obliterate striping. Widening will be 4-inches A/C and 14-inches Crushed Aggregate BAse.

Drainage: No changes to existing drainage systems will be required. A culvert will be needed under the new Arista connection. The outlet pipe from the inlet at Sta. "J" 26+57 (lt.) should be cleaned. The existing ditch to the north of this outlet pipe should be cleaned and graded to facilitate proper flow.

Encroachments: The awning on the Barber Shop Building at Sta "J" 27+85± currently encroaches on the County Right-of-Way. This encroachment extends over the proposed edge of pavement in the taper section.

Utilities: Several utility poles and a fire hydrant require relocation. Valve boxes and manholes require adjustment.

Safety: Normal measures for temporary protection and direction of traffic should be adequate. The existing signal should remain in operation during construction.

This intersection is being expedited as it is the only one of the nine total that will require additional right-of-way.

A tie to a quarter-corner, DLC, or section corner must be made. This tie will be submitted at a later date.

The anticipated cost of this intersection is $ 95,325.00, excluding right-of-way.

OREGON STATE HIGHWAY DIVISION
SUMMARY---BID SCHEDULE---COST ESTIMATE

SHEET 1 OF 2
DATE DEC 3, 1982
PREFIX: 3-1918-901
COUNTY CLACKAMAS
ESTIMATE
PREPARED BY J. Stucky

SECTION MILWAUKIE – OREGON CITY McLOUGHLIN @ JENNINGS

KIND OF WORK WIDENING & SIGNAL REVISION LENGTH 0.15 MI

SOURCE OF PRICES B. WALTON (COST ANALSIS) DATE 12-3-82

DATE

DATE

O.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1.	MOBILIZATION (6%)	110	ALL		LumpSum	4150
2.	TEMPORARY PROTECTION & DIRECTION OF TRAFFIC (3%)	111	ALL		LumpSum	2015
	TEMPORARY SIGNS		SQFT	306	6.00	1836
	TEMPORARY BARRICADE TYPE III		EA	5	80.00	400
	FLAGMEN		HRS	320	22.00	7040
3.	CLEARING & GRUBBING	201	ACRES	0.04	LumpSum 1,000	1,000
4.	REMOVAL OF STRUCTURES & OBSTRUCTIONS	202	ALL		LumpSum	1,000
5.	GENERAL EXCAVATION	203	C.Y.	525	15.00	7,875
6.	TRENCH EXCAVATION	206	C.Y	4	15.00	60
7.	FINISHING ROADBED AND SLOPES	222	Mi	0.15	LumpSum 1,500	1,500
8.	WATERING	233	M-GAL	15	15.00	225
9.	3/4"-0 AGGREGATE BASE	304	TONS	150	15.00	2250
10.	1"-0 AGGREGATE BASE	304	TONS	760	15.00	11,400
1.	CLASS 'C' ASPHALT PAVEMENT	403	TONS	702	17.00	11,934
	ASPHALT IN MIXTURE		TONS	46	170.00	7820
2.	ASPHALT TACK COAT	407	TONS	1.4	300.00	420
3.	12" CONCRETE CULVERT	603	L.F.	40	12.00	480
4.	TYPE 1 GUARDRAIL	606	L.F.	112	11.00	1232
	TYPE 1 ANCHORS		EA	2	325.00	650
	TYPE 'C' END PIECES		EA	2	85.00	170

OREGON STATE HIGHWAY DIVISION
SUMMARY---BID SCHEDULE---COST ESTIMATE

SHEET 2 OF 2
DATE DEC 3 1982
PREFIX: 3-1918-901
COUNTY CLACKAMAS
ESTIMATE
PREPARED BY J. Stucky

SECTION MILWAUKIE - OREGON CITY
McLOUGHLIN @ JENNINGS

KIND OF WORK WIDENING & SIGNAL REVISION LENGTH 0.15 MI.

SOURCE OF PRICES DATE

DATE

DATE

O.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
15.	CONCRETE WALKS	608	SQYD	164	17.00	2,788
	CONCRETE DRWY APPROACHES		SQYD	49	20.00	980
16.	CONCRETE CURB TYPE 'C'	609	L.F.	820	5.00	4100
17.	ADJUST SAN. MANHOLES	628	EA.	4	200.00	800
	ADJUST WATER VALVE BOXES		EA	8	150.00	1200
	SUBTOTAL					73,325
	ENGINEERING & CONTINGENCIES 30%					22,000
	SUBTOTAL					95,325
	SIGNAL REVISION COMPLETE		ALL		LUMP SUM	
	RELOCATE FIRE HYDRANT		EA	1	BY OTHERS	
	RELOCATE POWER POLES	661	EA	7	BY OTHERS	
	PERMANENT STRIPING		ALL		LUMP SUM	2,065
	R/W					

[illegible]

5

HIGHWAY DIVISION

PLA

November 8, 1982

Edward L. Hardt
Metro Region Engineer

Robert N. Bothman
Assistant State Highway Engineer

McLoughlin Boulevard
Proposal For Decision Making
Andy Cotugno

I suggest that you provide the necessary response to Andy's memo of November 5 representing ODOT.

There isn't much to discuss relative to Andy's proposal since we are locked into that direction at the present time. Our emphasis should be to attempt to expeditiously move foreward with the first phase of the project including resolving the traffic problem at Tacoma and McLoughlin, letting the remainder of the project settle out with the planning efforts of METRO. We should proceed with the FEIS for the McLoughlin Boulevard Project including all four phases, having that on the books for the future.

I talked to Ted and think you should press to include within the Phase 1 METRO/Tri-Met LRT studies the I-205 South Corridor as well as the Milwaukie Corridor, I-5 North Corridor and I-205 North Corridor. I feel that the I-205 South Corridor is a viable extension of the Banfield Lightrail Corridor moving south to Lents, Clackamas Town Center and Oregon City. The I-205 South Corridor is in the center of the southwest quadrant of the region when looking at the lifespan for that lightrail facility (25 to 100 years). Because of the potential of Macadam Corridor and the location of the Willamette River, I question lightrail to Milwaukie.

We attempted to study a short corridor on the Banfield Project between Portland and Gateway and failed. We could only justify lightrail with the 15 mile corridor to Gresham. We tried a Sunset Corridor to Highway 217 and failed. We could only justify a corridor by extending the line to Beaverton. I believe the same conclusion will be reached in that there is not the ridership in the Milwaukie Corridor between Portland and Milwaukie to justify the facility. The final conclusion will be that lightrail in the southeast should extend from Portland to Oregon City. Under that conclusion, the I-205 South Corridor is an alternative to the Milwaukie Corridor.

Through the process, I think it's very important that we stress that the development of the McLoughlin Boulevard highway project was in response to the previous seven years effort at METRO to identify a McLoughlin Boulevard improvement strategy. We moved forward with only one part of that strategy, development of the highway widening project as the priority effort in the corridor strategy.

RNB:lb
cc Ted Spence

METRO
METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

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ASST STATE HWY ENGR
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

MEMORANDUM

Date: November 5, 1982

To: Bob Bothman, Ed Hardt, Ted Spence, ODOT
Paul Bay, Bill Lieberman, Tri-Met
Steve Dotterrer, Portland
Bebe Rucker, Multnomah County
Hugh Brown, Milwaukie
Winston Kurth, Clackamas County

From: Andy Cotugno, Transportation Director AC

Subject: Proposal for Further McLoughlin Blvd. Decision-Making

NOTED
ROBERT N. BOTHMAN

As you are all aware, the decision-making process for selection of the McLoughlin Boulevard preferred "highway" alternative is deadlocked with differing positions adopted by several of the key jurisdictions. This memo is intended to summarize the various positions and outline a process to resolve the differences. I recommend we meet in the very near future to make any modifications necessary to this strategy and then seek endorsement of this course of action by JPACT and Metro.

I. Currently Adopted Positions

A. Metro/JPACT -- Adoption of the "McLoughlin Boulevard Improvement Strategy" calling for: 1) a highway widening (connected to the I-5 East/Marquam ramps); 2) major transit expansion staged from short-term bus trunk expansion to long-term LRT construction; 3) neighborhood traffic diverters; and 4) rideshare expansion. Allocation of funding to the highway widening, neighborhood diverters and Milwaukie Transit Station.

B. ODOT -- Release of the "Draft Hearing Study Report" recommending selection of the preferred alternative as Alternative 3 to be constructed in four phases with the first phase improvement at Tacoma (overpass).

C. Clackamas County -- Adoption of ODOT preferred alternative recommendation supporting full project.

D. City of Portland -- Adoption of ODOT preferred alternative recommendation supporting full project with the Tacoma overcrossing and with the addition of a ramp; supporting first priority construction of Phase I (Tacoma overcrossing and Harrison "jug handle") and supporting freezing construction beyond Phase II until completion of the Eastside Transitway Study; recognition of the need to design the Tacoma/McLoughlin intersection to promote the use of McLoughlin/Tacoma as the primary route between the Sellwood Bridge and Clackamas County.

E. City of Milwaukie -- Adoption of the Phase I portion of the highway improvement only to include a "jug handle" improvement at Harrison and extension of the signal intertie to Jefferson under the condition that the Tacoma overcrossing be re-evaluated to determine if the cost is excessive; support for proceeding with Phase I only with the remaining funds reserved pending conpletion of the Eastside Transitway Study; support for assigning the remaining funds to LRT if the Transitway Study concludes LRT is possible in the short-term; intend to reconsider their decision of Phases 2, 3 and 4 at the conclusion of the Transitway Study.

F. Multnomah County -- Commission action deferred until completion of an examination of lower cost/lower impact options to the Tacoma overcrossing improvement by Bob Conradt.

II. Potential Course of Action

A. JPACT/Metro -- Endorse this course of action and reserve the McLoughlin Boulevard (e)(4) funding pending 1) resolution of the scope of the Phase I improvement, and 2) resolution of support for Phases 2, 3 and 4.

B. Further decision-making necessary to select the preferred alternative is on "hold" until completion of the Multnomah County/Conradt study of the Tacoma overcrossing improvement.

C. After completion of the study by Bob Conradt, local jurisdictions will re-examine their adopted positions to determine whether an alternative design for Tacoma is preferred.

D. Assuming consensus on Phase I of the McLoughlin Boulevard highway project, JPACT/Metro allocate funding amount necessary to proceed with Phase I right-of-way acquisition and construction.

E. ODOT proceed to write the Final Environmental Impact Statement for the full McLoughlin Boulevard project including the "finalized" Tacoma design in order to allow Phase I to proceed to construction. The ODOT decision to proceed with the FEIS will be with the recognition that: 1) Milwaukie does not support Phases 2, 3 and 4; and 2) funding for Phases 2, 3 and 4 must be released by JPACT/Metro before construction can proceed.

F. Metro/Tri-Met will complete LRT studies for the Milwaukie Corridor, I-5 North Corridor and I-205 North Corridor to examine:

1) the cost-effectiveness of implementing LRT;

2) the interrelationship of LRT construction in the Milwaukie Corridor, I-5 North Corridor and on the Central Eastside;

3) the need for transit vs. highway capacity in the McLoughlin Corridor relative to the growth in travel demand.

G. After completion of the LRT studies:

1) JPACT/Metro will amend the RTP to reflect the conclusions of the LRT study.

2) Milwaukie will reconsider its position on Phases 2, 3 and 4.

3) JPACT/Metro will adopt the staging plan for highway and transit expansion.

4) the McLoughlin Boulevard (e)(4) reserve will be allocated.

5) the limits of a Phase II Alternatives Analysis/DEIS will be defined and application for funding will be submitted.

NOTE:

Completion of these tasks will not resolve the following issues:

1) The financing plan for LRT will not be defined.

2) The alignment for LRT in the Milwaukie Corridor will not be defined.

3) The regional priority of corridors where LRT should be constructed will not be established.

AC/gl
7129B/D1

9708

S

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: E. L. Hardt
Region 1 Engineer

DATE: September 22, 1982

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Surveys
Terwilliger-Ladd
Milwaukie-Oregon City

According to Survey Report No. 37 on the Terwilliger-Ladd project, nine alternates were submitted to the City of Lake Oswego for their selection of an alternate.

Survey Report No. 32 on the Milwaukie-Oregon City project indicates three drawings and estimates that were presented to the McLoughlin Corridor task force for their review and comments.

The Operations Branch has raised the question why so many alternates are being studied for these projects and who is working at controlling PE cost. Their major concern is that so much preliminary engineering is spent on project development phase that there is little money left for the field survey. As a result, the field survey is not adequately funded so corners must be cut and quality of the field surveys are marginal.

This is not a new issue, but I would appreciate any comments you would have to these two questions.

JHV:rw

Attachments

cc: E. S. Hunter
C. T. Keasey

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E. S. HUNTER

81-125-1387

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Highway Division

Report No. 32

PROJECT NAME Milwaukie - Oregon City (McLoughlin Blvd.)	FOR WEEK ENDING September 10, 1982
HIGHWAY NAME Pacific Highway East	COUNTY Clackamas
PREFIX	3-1918

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED						
			PREL.	LOC.	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1		5.7	5.7	0	80	43	2/2/82	3/1/83	930,000 (Programed)
2									
3									
4									
5									
6									
	TOTAL								

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 26,961	ANTICIPATED OVERRUN $ -0- %	ANTICIPATED TOTAL COSTS 30,000
SALARY—THIS WEEK +	$ 1.003	SUPPLEMENTAL AUTHORITY FOR SURVEY	
OTHER—THIS WEEK +	$ 13	NUMBER — DATE SUBMITTED N/A	AMOUNT $
TOTAL EXPENDITURES TO DATE	$ 27,967	SIGNATURE	
AUTHORIZATION —	$ 30,000	X EJDunn	
% EXPENDED	93%	NAME OF PROJECT MANAGER E. J. Dunn	

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

One intersection (Rothe Road) was drafted using three alternates and estimates for each. This information was reviewed Tuesday by Clackamas County, Tri-Met, and ODOT personnel. On Wednesday, the three estimates and drawings were presented to the McLoughlin corridor task force for their review and comments. No decision or selection was made. The project will remain semi-dormant until a selection is made. The P.E. will undoublably overrun but until an alternate is selected, we cannot determine the amount.

Samr Comact.

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COPY — Construction Engineer
COPY — Region Engineer
COPY — Originator

USE REVERSE IF MORE SPACE NEEDED

Highway Division

Report No. 37

PROJECT NAME Terwilliger - Ladd		FOR WEEK ENDING September 10, 1982
HIGHWAY NAME Oswego (State Street)	COUNTY Clackamas	PREFIX 3-1902

WORK STATUS

UNIT #	UNIT NAME	MILEAGE			% COMPLETE		SURVEY DATES		ESTIMATED CONSTRUCTION COST
		UNIT LENGTH	STAKED PREL	STAKED LOC	FIELD	OFFICE	STARTED	ESTIMATED COMPLETION	
1		1.1	1.1	0	54	28	4/1/81	1/3/83	2,234,000
2									(Programed)
3									
4									
5									
6									
	TOTAL								

FUNDING STATUS (901)

PREVIOUS TOTAL EXPENDITURES	$ 18.337	ANTICIPATED OVERRUN $ 5,000	25 %	ANTICIPATED TOTAL COSTS 25,000
SALARY—THIS WEEK +	$ -0-	SUPPLEMENTAL AUTHORITY FOR SURVEY		
OTHER—THIS WEEK +	$ -0-	NUMBER	DATE SUBMITTED -	AMOUNT $
TOTAL EXPENDITURES TO DATE	$ 18,337	SIGNATURE X E J Dunn		
AUTHORIZATION ÷	$ 20,000			
% EXPENDED	92%	NAME OF PROJECT MANAGER E. J. Dunn		

NARRATIVE OF ACTIVITIES (INCLUDE: work performed, problems encountered, instructions received)

No activity on the project.

On Sept. 2nd, drawings of the nine various alternates were submitted to the City of Lake Oswego for their selection of an alternate. The project will continue to remain dormant until an alternate is chosen.

We have spent 92% of engineering to determin an alternati

Something must be wrong!

The real engineering is yet to be done

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GENERAL FILES

bc E. Schwartz
E. L. Hardt

ELH:po HSC:la

September 7, 1982

CON

Easton Cross
General Manager
Kasch's Garden Centers & Nurseries
2500 S.E. Tacoma Street
Portland, OR 97202

Your letter to Fred Miller of August 18 concerning the the projected traffic volumes for S.E. Johnson Creek Boulevard, was forwarded to me for reply.

Existing 1980 traffic volumes on Johnson Creek Boulevard between McLoughlin Boulevard and 32nd Avenue is 13,850 vehicles during an average weekday. By the year 2000, based on land-use forecast for the area, it is anticipated that local trips will increase by 16 percent.

Forecast traffic is developed through trip generation rates, calculated from anticipated land-use plans of the city and county. During the survey of Johnson Creek Boulevard, a 19 percent increase was predicted in the number of trips by the year 2000. The three percent difference between the generated land-use trips and the vehicular trips is the increased transit trips in the area. Therefore, the anticipated year 2000 traffic volume on this section of highway is projected at 16,160 vehicles per day.

Tacoma/Johnson Creek Boulevard is the only through facility in this east/west corridor. Therefore, when one considers "build" versus "no build", approximately the same number of trips will be generated by the land-use development. Since the current two-lane facility can handle the year 2000 traffic, we see very little difference in the future projected trip volumes with or without the Tacoma project. The one percent difference, although to some extent arbitrary, is our best guess of the difference in traffic volumes.

H. S. Coulter, P.E.
State Highway Engineer

cc Anthony Yturri
Tom Walsh
Fred D. Miller

KASCH'S
garden centers & nurseries
503-231-7711 / 2500 S.E. Tacoma Street, Portland, Ore. 97202
503-644-1640 / 3250 S.W. Cedar Hills Blvd., Beaverton, Ore. 97005

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August 18, 1982

Mr. Fred Miller
Director
Department of Transportation
Salem, Or. 97310

Dear Mr. Miller:

You people were at it again last night in the City of Milwaukie. Among other things, they said the difference in traffic volume projected for SE Johnson Creek Blvd. in the year 2000 between the build and no-build options was 1% (16,160 vs 16,000).

You'd have to own a six foot white rabbit to believe that, and nobody-nobody did.

Thank you.

Easton Cross
General Manager

cc-Tom Walsh
Walsh Construction Co.
Portland, Or.
-Anthony Yturri

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Impact of McLoughlin Project east of McLoughlin/Tacoma

Year 2000 Traffic Volumes (vehicles per day)

Source: ODOT

	Build	No-Build
Tacoma Street (McLoughlin - 32nd)	16,160	16,000
Johnson Creek Boulevard (32nd - 45th)	10,770	10,670
32nd Avenue (Tacoma - Harrison)	7,000	7,000

For some reason the City of Portland sent me this today.

7708

2930 S.E. Oak Grove Blvd.
Milwaukie

1E
1.48
3.10.56

STATE OF OREGON **INTEROFFICE MEMO**

TO: L. E. GEORGE
Traffic Engineer

DATE: September 3, 1982

FROM: LEE GUNDERSON Lee
Region Traffic Signal Supervisor

SUBJECT: TRAFFIC SIGNAL FIRE PREEMPT WARRANTS
& RECOMMENDATIONS
McLoughlin Blvd., TSM Project

1E
Milwaukie - Oregon City Sec.
Signal Improvement

In a letter to the Milwaukie Fire District, City of Gladstone, and the Oak Lodge Fire District No. 51, of May 17th, I asked that any interest in opticom preemption on the 99E Corridor be expressed so that any design can be included in the initial stages. The Oak Lodge Fire Protection District No. 51 has responded and requested north-south preemption on 99E at the Park - Courtney, Oak Grove - Concord, Naef - Roethe, Jennings and Glen Echo intersections. Because of the location of their station and mutual response with both Fire District No. 1 and Fire District No. 71 of Clackamas County, Oak Lodge has requested the preemption at Oak Grove east bound, Courtney west bound, and Jennings west bound. I support their request for opticom at these locations. Attached are the Traffic Signal Fire Preempt Warrant Sheets.

I have talked to Chief Mills on the phone concerning the normal financial responsibilities of the fire district in a partially federally funded project, such as this McLoughlin - TSM Project. I would suggest that before this project gets too far down the line, that we get the agreement process with the Oak Lodge Fire Protection District on the way so that any financial planning that they have to do can be done as soon as possible.

NOTED
W.R. ZIRBES

NOTED
VERNON L. TABERY

LHG:ll

Attachment

cc: Ed Hardt
Maury Payne
Tom Schwab
Jon Rose

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SEP 7 1982
TRAFFIC ENGINEERING

NOTED
L. E. GEORGE

NOTED
DWAYNE HOFSTETTER

81-125-1307

NOTED
W. E. SCHWARTZ

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stablished Dec. 4, 1881. Published daily and
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M. LANDAUER, Executive Editor/Editorial
ector PATRICK L. MARLTON, Circulation Director

Letters

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Overpass too costly

Milwaukie's willingness to accept a $9.1 million Tacoma Street overpass of Southeast McLoughlin Boulevard is surprising. The cost represents more than 25 percent of the Mount Hood Freeway transfer funds that otherwise might be available to launch a light-rail connection to Portland.

That connection would make downtown Milwaukie a hub for commuter travel, with bus connections and park-and-ride facilities, rather than a pass-through point, which is the certain result of continued widening and extension of McLoughlin as an expressway. Revitalization of downtown Milwaukie is dependent on people stopping, not whizzing through on a freeway to somewhere else.

And look at the cost of the proposed overcrossing. It is now $9.1 million, up from an initial estimate of $7.2 million. The current recession apparently has missed the overpass-construction industry. The Southwest Allen Road overpass of Highway 217 was completed just recently for only $7 million.

Portland's City Council Thursday will discuss the overpass again, and probably will bend to complaints about commuter use of neighborhood streets. But one overpass is not going to make a permanent dent in such traffic, particularly when the feeder streets to the overpass remain narrow and, on the east side particularly, winding. Neighborhood groups and the City Council ought to recognize that the Tacoma Street overpass is sure to be the catalyst for costly, major reconstruction of other streets.

In contrast, light rail along the old Portland Traction Railway right-of-way would provide incentive for rebuilding only near a few boarding points; existing businesses would not be devastated as they would be by the Tacoma Street project. All pollution and noise impacts would be minimal compared to stepped-up auto traffic sure to come with the overpass. Transit costs, which must increase even with the overpass and widening of McLoughlin Boulevard, would be much less with rail than with buses.

Farsighted neighborhood and city leaders should seek delay of a decision on the Tacoma Street overpass until light rail is fully studied as

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Letters

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Overpass too costly

Milwaukie's willingness to accept a $9.1 million Tacoma Street overpass of Southeast McLoughlin Boulevard is surprising. The cost represents more than 25 percent of the Mount Hood Freeway transfer funds that otherwise might be available to launch a light-rail connection to Portland.

That connection would make downtown Milwaukie a hub for commuter travel, with bus connections and park-and-ride facilities, rather than a pass-through point, which is the certain result of continued widening and extension of McLoughlin as an expressway. Revitalization of downtown Milwaukie is dependent on people stopping, not whizzing through on a freeway to somewhere else.

And look at the cost of the proposed overcrossing. It is now $9.1 million, up from an initial estimate of $7.2 million. The current recession apparently has missed the overpass-construction industry. The Southwest Allen Road overpass of Highway 217 was completed just recently for only $7 million.

Portland's City Council Thursday will discuss the overpass again, and probably will bend to complaints about commuter use of neighborhood streets. But one overpass is not going to make a permanent dent in such traffic, particularly when the feeder streets to the overpass remain narrow and, on the east side particularly, winding. Neighborhood groups and the City Council ought to recognize that the Tacoma Street overpass is sure to be the catalyst for costly, major reconstruction of other streets.

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Farsighted neighborhood and city leaders should seek delay of a decision on the Tacoma Street overpass until light rail is fully studied as an alternative. It is certain to be a less feasible alternative if the limited dollars available are spent on a non-cost-effective concrete overpass.

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Kessler's long saga with the law.

"Stephen has become [illegible] much of a myth at this point as a real figure," says attorn[illegible] ynn Parkinson, who represented Kessler in a politically charged transfer hearing at Oregon State Penitentiary in 1975. "He has a lot of history at this point, and it seems to have taken on a life of its own."

Kessler has spent the bulk of his 42 years behind bars, and it was there that the real drama of his life unfolded. Early in his prison career he established himself as a bright, charismatic leader; an eloquent activist who fought the corrections system and often lost, but sometimes won; a protagonist who successfully bridged racial barriers in organizing inmates, and who was never broken. Even Kessler had a prophetic, uneasy sense of the legend he was already becoming.

Please turn to page 6

WILLAMETTE WEEK – AUG 31-SEPT. 6

McLoughlin Blvd: A Widening P

The Department of Transportation wants to broaden the busy avenue. The ligh

By MARK KIRCHMEIER

ITS 4:32 PM, and McLoughlin Boulevard is dense with station wagons, semi-trucks and sedans, grille-to-grille, engines running, exhaust pipes smoking, for three blocks at the intersection of Southeast McLoughlin and Tacoma Street.

This chain link of steel and rubber costs more than drivers' frayed patience and brake linings. It *may* cost the tri-county area its last chance at a Portland-to-Milwaukie light-rail system. That's because of a proposal by the Oregon Department of Transportation to spend the remaining $27 million in transfer funds from the Mt. Hood freeway for highway improvements on McLoughlin, instead of on light rail or bus-service expansion.

The proposal, released in a draft environmental impact statement in February, calls for spending $20.8 million to widen a 4.4-mile stretch of McLoughlin from near the Ross Island Bridge to River Road into six lanes. It also recommends constructing a $9.1 million overpass enabling Tacoma Street traffic to bypass McLoughlin. The transportation department would pay for the portion of the $29.9 million project not covered by Mt. Hood freeway funds.

The congestion exists because commuters from Southeast Portland, Milwaukie, Gladstone and Oregon City cram not only McLoughlin during rush-hour dashes, but nearly every major north-south arterial street connecting Portland with its suburbs to the south. According to a Metropolitan Service District transportation staff estimate in June, there are 103,000 daily trips in the McLoughlin-area corridor and 70,000 on McLoughlin itself. Metro projects that population growth will increase these figures to 135,000 daily trips by the year 2000.

The McLoughlin problem may not go away even with the highway project. Once widened, congested highways have a way of immediately becoming congested again because the

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AUG 31-SEPT. 6

lvd: A Widening Problem

wants to broaden the busy avenue. The light-rail backers disagree.

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The McLoughlin problem may not go away even with the ghway project. Once widened, congested highways have a ay of immediately becoming congested again because the improvements attract more drivers.

"There is no demand to get to an island — until you build a bridge to that island," says Ernest R. Munch, a private transportation consultant, in describing the phenomenon. A former planner for the City of Portland and the architecture firm of Skidmore, Owings & Merrill, he says that evidence indicates that the old Mt. Hood freeway proposal in the early 1970s fitted that pattern. McLoughlin project opponents, including the Citizens for Better Transit, argue that the same thing will happen now.

Opposing battalions are lining up behind the classic nemeses of most big-city highway-use controversies: the state transportation department, which some view as being traditionally in favor of highways, and which is favoring a highway solution rather than a mass-transit one, and the transit lobby, led by Citizens for Better Transit, which is calling for light

Please turn to page 7

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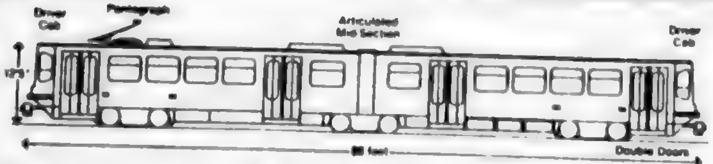

McLoughlin Boulevard

Continued from 1

rail, buses, or traffic-signal improvements — almost anything but highway improvements.

Of the local governments to be affected, Milwaukie is generally for light rail, Portland and Clackamas County are against it, and Multnomah County is yet to make a decision. All of them must agree on the final form by the U.S. Transportation Department's deadline of September 1983.

Even the project's opponents agree with the transportation department in saying the McLoughlin corridor cannot remain as it is. Clearly, its four-lane highway, with its numerous light signals and its dangerous cross-intersections, was not designed for what it has become.

Many have thought so since 1973, when the Oregon public utility commissioner recommended a Portland-to-Milwaukie rail system in a report initiated at the request of then-Portland Mayor Neil Goldschmidt and then-Multnomah County Commissioner Mel Gordon. It suggested using the Portland Traction Co. rail right-of-way for a light-rail system.

For decades the company operated a successful commuter rail service between Portland and Milwaukie, until cheap cars and cheaper gasoline in the 1950s ignited the great mid-century American Car Romance. Enough Portland-area commuters left their rail cars for cars of their own at the time to bring about the demise of the rail service in 1958.

In 1975, the Governor's Transportation Task Force recommended using the money left from the aborted Mt. Hood freeway project to help fund light rail.

The system, similar to the Banfield light rail now under construction and the Westside-Sunset Highway light rail being planned, could make the 6.5-mile trip between Milwaukie and Portland in 18 minutes — 4.1 minutes faster than the average car trip. The electrified rail service could power 90-foot-long vehicles carrying up to 300 passengers and rolling into downtown Portland every few minutes during peak rush hours. The emissionless, relatively quiet and energy-efficient vehicles would travel along the Willamette River's east bank, through Sellwood, on the way to Portland.

Probably the most cogent argument in the system's favor, say advocates, is that it can be built at far less cost than the $211.5 million (using 1985 dollars) price of the Banfield light rail because of existing property right-of-way and rail lines. Tri-Met estimates the cost at under $50 million. No price has been determined for the proposed Westside-Sunset light rail.

Portlanders may never find out if a McLoughlin light rail can be built so cheaply because the transportation department — which local governments chose to direct the project — failed to include it as an option.

Milwaukie city officials wish that it had. They endorsed one aspect, the $9 million Tacoma-McLoughlin overpass near its northern city limits, but want to save the remaining $20 million for possible light-rail construction.

Portland does not, and on Aug. 19 voted 4-0 endorsing the full $29.9 million project. All four commissioners present expressed support for the light-rail concept, but maintained that highway improvements were also needed, and needed *now*. Commissioner Charles Jordan was not present for the vote.

On seeing Portland's action, Milwaukie rescinded its support at an almost unprecedented special council meeting on Saturday, Aug. 21. Mayor Joy Burgess defends the vote, saying, "We began to realize that Portland wanted to grab all the Mt. Hood freeway funds for itself because the project is entirely within their city limits.

To date, Clackamas County is the only other government body to approve the state transportation department's project. The Multnomah County commissioners will hold hearings on it on Sept. 14 and Sept. 16. Neither commissioners Dennis Buchanan nor Gordon Shadburne (both candidates for the position of county executive) is taking a public position on the issue until the County Planning Department has made its recommendation in mid-September.

from Tri-Met's sale of industrial-development bonds.

The vision begins to cloud at the thought of further federal funds. Paul Bay, Tri-Met planning director, believes it's unrealistic to expect the federal government to approve any McLoughlin light-rail money until Tri-Met completes the Banfield, which is scheduled to begin operating in late 1985.

The Tri-Met study described its recommendations as tentative, and said they should be "confirmed" by a more detailed study. Many observers read that to mean Metro's Eastside Transitway Study.

Metro Study

That is what has light-rail advocates worried, says one of them, Douglas R. Allen, scheduling researcher for Tri-Met and a member of Citizens for Better Transit.

They are worried because Metro seriously hurt the project with critical reports in 1979 and 1980. The latter study said that a Portland-to-Oregon City light rail could carry 40,000 daily passengers by the year 2000, but was not feasible now, and that improved bus service could generate almost as many riders at a lower growth cost.

Allen claims that Metro is mistaken in believing that an improved bus system could operate more cheaply, and says a light-rail system would be cheaper because of its low labor costs.

Ray Polani, chairman of Citizens for Better Transit, says, "What they [opponents] don't realize is when you have as low a capital-investment costs as the McLoughlin light rail provides you can absorb slightly higher operating costs, if they indeed are higher."

Allen fears the impact a lukewarm — if not downright critical — new Metro study might have on Portland, Milwaukie, and Multnomah and Clackamas counties as they make their final decisions on light rail. "For Metro to support light rail now would show they were wrong before," he says.

Keith Lawton, Metro's technical manager for transportation, disagrees, and points out Metro's willingness to consider light rail. "I personally feel light rail in each major metropolitan corridor is the way to go — but we can't push into it until the Banfield is completed," he says.

Allen thinks there may be another opponent of light rail — the state transportation department itself. "Their goal is to build highways; theirs is a whole organization of civil engineers and highway-oriented people — that's what they want to do," he says, speaking for himself and *not* as a Tri-Met spokesman.

Bob Heard, transportation department project coordinator, says he does not view the issue in terms of highway vs. light rail. "We've said all along that, even with our project improvements, McLoughlin will need to have 30 per cent of its trips carried by mass transit by the year 2000 to avoid congestion," he says.

Help for Milwaukie and Oregon City

McLoughlin may reach that 30 per cent figure a lot sooner if light rail is constructed earlier. If it is, fewer cars would be only one of the benefits.

Saving downtown Milwaukie, Gladstone and Oregon City might well be another. "Talk to the mayors down here!" cries Burgess, whose downtown business district in Milwaukie is being eclipsed by new shopping malls like Clackamas Town Center. Improved highways mean better access to such centers and less incentive for consumers to buy in older downtown districts.

A McLoughlin light rail in the downtown core could be the revitalizing catalyst the city might otherwise never expect. "It'd bring people to the city — without their cars," says Polani. "The space now eaten by parking could be devoted to businesses and shops. It's the highest and best use of that land."

Perhaps most important to Milwaukie, Gladstone and Oregon City, if they could connect to any light rail, would be the windfall in increased values. More development near the rail corridor would mean higher assessments, displacing pressure for urban sprawl elsewhere, and reducing the city's cost in providing services to new growth areas.

A further advantage would be that a McLoughlin light rail would not displace the 18 businesses and 225 jobs that ac-

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Tri-Met study

Light-rail proponents are counting on the fact that a Tri-Met analysis released in June will persuade the Multnomah County Commission and other agencies of their argument.

"Construction of light rail could be undertaken at a relatively modest cost in comparison to similar projects in Portland and other North American cities," reads the study, which was written at the request of the pro-light-rail Milwaukie City Council.

The 42-page study adds that light rail could even be expanded southward to Oregon City. Portland Traction Co. rail tracks have been uprooted there, but the right-of-way is still intact, and is up for sale, according to a spokesman for Southern Pacific and Union Pacific Railroads, the joint company owners. The document estimates that light rail could save $1.3 million annually in future Tri-Met operational costs because it would require far fewer employees to operate than do buses.

It cautions that McLoughlin light rail should be viewed "not as an isolated facility, but as part of an evaluation of a metropolitan light rail system serving all sectors of the Portland region." Additional areas Tri-met staff are studying for future light rail are the Westside-Sunset Highway, Southwest and North Portland, and the I-205 freeway corridors.

Capital construction could be financed by the available $24 million in Mt. Hood freeway transfer funds, and $9 million in taxes on property appreciating in value because of its proximity to light rail.

An additional $8 million could come from a private-sector consortium holding title to the light-rail equipment, receiving tax depreciations for the equipment, and transferring part of the money back to Tri-Met. The final $4 million could come

light rail now would show they were wrong before," he says.

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A further advantage would be that a McLoughlin light rail would not displace the 18 businesses and 225 jobs that according to the transportation department's own draft environmental impact statement, the highway project would. Easton Cross claims the job-loss figure could be as high as 400.

He may know: he would be one of them. The general manager of Kasch's Garden Center and Nursery at the McLoughlin and Tacoma intersection, he will lose the business if the proposed overpass is built.

"I agree something should be done about the overcongestion here, but hitting it with millions of dollars in highway improvements that don't do what they're supposed to isn't the answer," Cross says, his voice trailing off, replaced by the steady hum of rush-hour traffic outside his store.

Light rail *is* the answer, says Cross, a former staff assistant to the Multnomah County Board of Commissioners.

This is not to say that light-rail advocates don't see the need to do something short-term, *now*, to help relieve McLoughlin's congestion.

Citizens for Better Transit suggests a better computerized traffic signal system, which could be installed within months for only $500,000, instead of waiting two years and spending $29.9 million for the highway widening. Cross adds to that a recommendation to build turn-outs for Tri-Met buses using McLoughlin, which now stop to pick up passengers in the middle of traffic, slowing cars and making accident hazards.

Transportation department officials say that improved signals only smooth traffic flows, and don't increase capacity, as the proposed McLoughlin six-lane widening would.

They may well get their six-lane highway, given the slow pace of McLoughlin light-rail advocacy. Supporters say that would be a costly, far-reaching mistake for the corridor, and for the entire Portland metropolitan area.

"The region is moving so timidly toward light rail that the Mt. Hood freeway money opportunity may be lost," Allen predicts. ●

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HIGHWAY DIVISION

E. L. Hardt
Metro Region Engineer

August 25, 1982

Robert N. Bothman
Assistant State Highway Engineer

Conversation with Stan Federman
August 24, 1982
Portland Area Projects

Responded to a call from Stan Federman August 24.

Discussed briefly the current schedule for paving I-205. Stan had contacted Al Harwood and had been briefed.

Discussed briefly the I-205 fireline. I explained that you were in the process of working to handle emergency responses on the bridge with the various districts involved. I also indicated that the Commission's response to the fire chief's presentation was that we would need additional documentation of need in order to consider a fireline. Stan indicated that he would check back in about a month. I suggested that he contact you.

Discussed briefly the action by the Milwaukie City Council on McLoughlin. I explained to Stan the City of Portland's resolution and the City of Milwaukie's resolution as I understood them, indicating I had not actually read the two resolutions at this point. I tried to explain that the basic difference was the City of Portland desired to proceed with the entire highway project whereas the City of Milwaukie desired only to proceed with Phase 1. I indicated I did not think that was a major deterrent to the state adopting the entire project, proceeding with construction on the first phase and perhaps the second phase, that being from Tacoma to the Ross Island Bridge, and finally dealing with the City of Milwaukie relative to the last section from Tacoma to Milwaukie. I indicated that we would be working to pull the resolutions into focus and take a position. Stan indicated he would check back on this in about a month.

RNB:lb

cc Vickie Rocker

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VICTOR ATIYEH
GOVERNOR

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING, SALEM OREGON 97310 PHONE (503) 378-6218

August 24, 1982

Mr Gary A Potter, Manager
Oregon State Highway Division
412 Transportation Bldg
Salem OR 97310

NOTED
E. S. HUNTER

RE: McLoughlin Blvd. Draft Environmental Impact Statement

PUC's comments on the McLoughlin Boulevard project center on the Tacoma Street intersection. We may be too late to be entered into the official record, but our comments may be germaine during the engineering phase of the project.

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TECHNICAL SERVICES
AUG 26 '82
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FOR
Info Invest R/D D/R Sign Act File

A preliminary remark should probably be made before a detailed discussion of the grade crossing is started.

Page 61, Railroads

> The last sentence may be improperly stated. Railroad traffic may block this crossing 20 times a day versus the 20 percent stated in the report. A blockage rate of 20 percent would add up to almost five hours of interruption a day.

The safety problem at the Tacoma Street/Southern Pacific grade crossing stems mainly from the potential for vehicles getting caught on the track in the queue waiting for the traffic signal at the adjacent McLoughlin Boulevard intersection. Any alternative that would reduce this queuing action would greatly improve crossing safety.

While we, of course, prefer the separated overcrossing situation, all the alternatives, except the "no build" alternative, will enhance safety at the railroad crossing. The addition of extra lanes at the railroad crossing will not inherently decrease crossing safety as stated on page 101, Railroads. The addition of extra lanes, coupled with the elimination of left turns from Tacoma to McLoughlin Boulevard, will increase the storage capacity of the roadway between the railroad tracks and McLoughlin Boulevard, and thus reduce traffic queuing.

Interconnection of the crossing signals with any new traffic signalization at the Tacoma/McLoughlin intersection should be considered to reduce the probability of motorists being trapped on the railroad tracks.

It is suggested that some consideration be given to increasing the merge distance for westbound traffic turning north from Tacoma Street to McLoughlin Boulevard. The extension of the merging distance should also reduce the backing up of automobiles on the track.

We believe that with minor changes to any of the alternatives, not only will traffic flow on McLoughlin Boulevard be improved, but a secondary benefit of safety at the adjacent railroad crossing will also be reached.

If you wish to discuss our suggestion in more detail or need additional information, please call me at 378-6218.

Edward E. Immel
Transportation Specialist
Rail Rate and Service Division

pw/1679P1

cc: C-765.6
DJA
CJR

ENVIRONMENTAL SECTION
August 25, 1982

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
Jef Kaiser
D. E. Wilken

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OREGON TRANSPORTATION COMMISSION

Delegation Kasch's Garden Centers & Nurseries RE: McLoughlin Corridor Project
Portland, OR

Date August 17, 1982

Time 11:30 a.m.

Name	City or Town	Capacity
✓ Easton Cross	Portland	General Manager

9708

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Scott
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NOTED
H. S. COULTER

OPENING STATEMENT

There is probably no group of people in this State that are individually more highly regarded for their integrity and verasity than the members of this Commission.

However, collectively, you have a problem and that problem is caused by the fact that your staff has developed a reputation for being cavalier with facts and figures. Let me site just five examples.

NOTED
H. S. COULTER

Respectfully submitted,

Easton Cross
Kasch's Garden Centers

August 17, 1982

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AUG 20 '82

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[illegible]

FOR

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This shou'd perhaps be responded to in the FEIS

Scott:

Both Bob and Pat looked at this and didn't comment. Apparently they think Mr. Cross discussed this at the Commission meeting and this needs no further action.

NOTED
H. S. COULTER

Submitted to OTC
8/17/82 (6 pages)
Mc Loughlin ~~Bo~~
Corridor Project.

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Respectfully submitted,

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Kasch's Garden Centers

August 17, 1982

DISCREPENCIES IN STATEMENTS BY
ODOT STAFF

Item 1. On July 28th, the ODOT staff met with the Technical Advisory Committee to the McLoughlin Blvd. Project. The ODOT staff presented a design for an overpass at Tacoma Street and gave the cost at about $9 million (see attached memo, Rucker to file). As a result of the meeting, several changes were made to the design to satisfy the City of Portland and Tri-Met. These included:

a. Widening the top of the structure to include bus stops with transfer points;
b. An additional sidewalk the full length of the structure;
c. Stairways to the bus stops;
d. Elevators for handicapped to the bus stops;
e. Acquisition of at least two more properties for the additional facilities; and
f. A ramp in the SE quadrant for the City of Portland.

Six days later, Tuesday, August 3, the ODOT staff presented the revised overpass to the City of Milwaukie at its public hearing on the Project and did not change the price estimates, inspite of the fact that they had changed substantially the design and added the possibility of more condemnations.

Item 2. At the same meeting with the City of Milwaukie, a design for a right turn ramp was presented. It was a modest design with a stop sign at McLoughlin. The modest design was explained as being desirable so as not to make it necessary to acquire Edward's Manufacturing Company property.

The City of Portland staff had already rejected this design as being too dangerous and incapable fo handling enough traffic. This means that the $700,000 cost estimate for the design was unrealistic. Condemnation of Edward's Manufacturing, Giovanni's Restaurant, and the Muhubay Market would probably also be necessary.

The significance of these two incidents is that the City of Milwaukie's primary interest in reviewing the overpass design before approving the Project is cost. They are concenred that it will take too much of the available funds.

Item 3. On March 18, at the public hearing on the McLoughlin Project Draft Environmental Impact Statement, there was a sharp exchange between the Hearings Officer and a citizen, Mr. Robert Hoffman. (See pages 19-21 of the transcript.) Mr. Hoffman, appearing to be a distinguished gentleman in his 70's, said that the signals were traffic-actuated and not progressive. The Hearings Officer forcefully challenged this statement and said that they were "progressive and synchronized," and that if he didn't believe it, he could go look for himself.

Maybe the computer is there, but if it is, it is not hooked up. I have a slide of the conduit where the phone line could hook into the system at Tacoma, but does not.

Item 4. Testimony was given, again, at the Milwaukie public hearing that there had to be three lanes on McLoughlin, without the overpass, because you can only get 800 to 1,000 cars an hour through a signal per lane of traffic.

This is not true. The standard formula is 1,750 cars per hour per lane, less the percentage of time devoted to the cross street signal. (Basis: Mr. Hoffman's testimony on March 18, and staff concurrence.)

Item 5. The year 2000 vehicle requirements for McLoughlin at Tacoma Street that are used in the EIS are corridor requirements based on the Metro staff Report No. 55 of October 5, 1979, entitled Systems Analysis of the Southern Corridor. Metro developed the figure of 123,900 trips as a 1995 requirement for the corridor and the ODOT EIS rolls that ahead to the year 2000 to get a requirement of 140,000 trips. This converts, by making the assumption that 30% of the trips are going to be on mass transit and that ridership per auto will average 1.3 persons per auto, to 59,000 vehicles per average workday traffic in the year 2000.

There are two problems with this projection:

a. The Metro Report No. 55 numbers were for the entire corridor, that is from the Willamette River east to and including 45th Avenue (page 18), as were the ODOT figures (page 87). This means that nearly a quarter, or 20,000 trips were added to the base that do not belong on McLoughlin.

b. The Metro report clearly states that those projections are based on the assumption that "....existing travel behavior patterns continue to prevail and (that they are) accompanied by similar travel patterns of new residents and employees." The travel and employment patterns of the three years prior to 1979 have not been continued in the three years since 1979.

The net result is approximately the same person trips on all the other streets in the corridor in the year 2000 as there is now. This is not realistic with a 300% increase in transit forecast.

REQUESTS OF THE COMMISSION:

1. Establish that as a matter of policy that the ODOT staff give only the most complete and accurate information available to them at all public hearings and in all public documents.

2. That they be directed to return to the City of Milwaukie public hearing this evening, Tuesday, August 17, and provide them with at least a probable maximum cost figure for the Tacoma Street overpass.

3. That this board order an outside audit of the base data used in the EIS for the McLoughlin project before those numbers are presented to any other public body.

OFFICE MEMORANDUM • • • DEPARTMENT OF ENVIRONMENTAL SERVICES

TO: File

August 6, 1982
Date

FROM: Bebe Rucker

SUBJECT: McLoughlin Blvd. TAC meeting 7/28/82

ODOT, Tri-Met, City & County staff met to discuss the McLoughlin Blvd. project.

ODOT has selected the overcrossing option which they depicted in a drawing at that meeting. The overcrossing design cost $9,000,000 without the ramps which the City of Portland representative is requesting and without bus stops on McLoughlin and on Tacoma which Tri-Met was requesting.

From the discussion which transpired at that meeting, the southwest quadrant ramp which Portland was requesting, would cost $1 million more. The other NE quadrant requested by Portland was not costed yet. Unlike the EIS alternative 3 which builds in bus stops for the transit interface at Tacoma and McLoughlin for the future bus lines on the two streets, the overcrossing design presented did not have bus stops or sidewalks on the overpass. McLoughlin Blvd. is shown as a regional trunk route on the MSD Regional Transportation Plan and therefore should have bus stops built in as a routine provision. During the discussion which ensued ODOT representatives stated it would be probable that the inclusion of bus stops in the overcrossing design would remove the Shell station and the "Cake and Steak" Restaurant.

It was decided that ODOT would develop new designs which included the ramps Portland wanted and another set which included transit and the Portland ramps.

BR:dh

cc: Oliver Domreis
cc: Rena Cusma

7701

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HIGHWAY DIVISION

H. S. Coulter
State Highway Engineer

August 13, 1982

Robert N. Bothman
Assistant State Highway Engineer

McLoughlin Boulevard Project

Considerable controversy is being developed on the McLoughlin Boulevard project between Portland and Milwaukie by Milwaukie Mayor Burgess.

She has been scheduled to discuss her comments with the Portland City Council Tuesday morning. Ed Hardt will attend that meeting and is preparing to settle down the controversy. You might be aware that Mayor Burgess' intent is to stop the flow of money to any highway improvement and divert that flow of money to a lightrail line from Portland to Milwaukie even though one has not been justified, nor included in the regional plan, nor is there any work at the moment on such a plan. You might also be aware that I am informed the four city council members are in favor of proceeding as recommended by the Highway Division with the development of the Tacoma Street Phase 1 of the project. Mayor Burgess is the only person on the council opposed to that step, favoring studying other alternatives at Tacoma.

I have told Ed that we are not interested in any further studies, after spending the last nine years studying McLoughlin, and specifically, the last two years working on the current effort developing alternatives which have been agreed upon by the staffs of all the jurisdictions including the staff of the City of Milwaukie. All other jurisdictions support the Highway Division recommendation to proceed with the project phasing the work based on the availability of money, with the first phase being the Tacoma overpass, the synchronized signal system and the realignment of Southeast River Road in Milwaukie.

The issue involving Kashe's Nurseries' presentation to the Commission Tuesday is not involved other than if pursued, would lead to a no build since all alternatives include the removal of Kashe's Nursery. That presentation to the Commission will indicate that no improvement is needed that can't be handled with a signal. That isn't true with the traffic volumes, both on McLoughlin and Tacoma. With signals we need additional through lanes and turning lanes and we need to expand those north, south, east and west sufficiently for storage, all of which leads to the plan we have proposed for the at-grade intersection, which does take Kashe's and is more expensive than the overcrossing.

RNB:lb
cc E. L. Hardt

1E

ROAD DESIGN SECTION DES 16

Jim McClure
Project Development Engineer

August 12, 1982

ADOlson
A. D. Olson
Preliminary Design Engineer

Tacoma Overpass
McLoughlin Study

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
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Trout
Wakarlig

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AUG 13 1982
ROAD DESIGN SECTION

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Action

In reviewing your Plan A and Plan B for the Tacoma Overpass and connections, several general comments seem appropriate.

There are existing accesses to the local businesses on both sides of the highway from Nehalem Street southerly to Ochoco Avenue, with left turns allowed from the median. The left turns would apparently be eliminated under any of the "Build" plans; however, the local accesses would remain. This would indicate that the ON and OFF moves should be like street connections, not interchange ramps. An added lane for right turns off the highway and for buses and entering traffic, as shown in Plan A, would be advantageous.

The Draft EIS indicates that the railroad blocks Tacoma Street for up to 20% of the day. Elimination of that problem by construction of a grade separation could materially increase traffic over that used in the study, straining the capacity of the connecting legs and McLoughlin Boulevard. This should be reviewed.

In review of Plan A, putting the ramps in the southeast quadrant requires the heavy westbound to northbound move to make a left turn on the structure and would require a wider structure over McLoughlin Boulevard. Since the projected traffic southbound to eastbound is about the same as recent counts, the loop in the southwest quadrant shouldn't be necessary, but it would be a nice addition, eliminating the left turn and signal on Tacoma.

Plan B puts the ramps in the northeast quadrant, facilitating the westbound to northbound move. A left-turn refuge for eastbound to northbound may still be required. John Hanks is checking that. The westside ramps would be the same comments as Plan A. Plan B/Tri-met would appear to be the best minimum plan; however, putting ramps in all four quadrants would eliminate the need for left turns on the main structure and might reduce costs and problems overall.

John Hanks is discussing capacity, projections, etc., with Tom Schwab and I presume that information will come to you from Tom.

ADO:ja

cc John Hanks

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

9-11

DATE: August 10, 1982 PLA

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Delegation Appearance Concerning
McLoughlin Boulevard

After nearly seven years of planning by the Metropolitan Service District, a scheme was developed and approved by the local jurisdiction to provide for both highway and transit improvements in the McLoughlin Corridor between the Union Grand Viaduct in Portland and Southeast River Road in Milwaukie. The Highway Division initiated preliminary engineering in April 1980 to identify the needed highway improvements. The initial cost estimate was $27 million. That amount of Interstate transfer money was set aside for these improvements. Alternatives were developed involving input from a citizens' advisory committee; a technical advisory committee, composed of members of the local jurisdictions involved and Tri-Met; a number of public meetings; and a formal public hearing held in March 1982.

During the two years in which the property was being developed, a decision was reached concerning a preferred alternative and is about to be finalized by the City of Portland, City of Milwaukie, Clackamas County, Multnomah County, Tri-Met, and the Highway Division. Also, there is agreement that the preferred alternative should be constructed in four stages for the following reasons: (a) availability of Interstate transfer funds; (b) buildup of the anticipated travel demands through the year 2000, upon which the improvements are based; and (c) a recent interest by the City of Milwaukie to use part of the Interstate transfer money to develop a lightrail system in the corridor.

In 1975, Tri-Met initiated a study of a lightrail system in the corridor. This was later abandoned as a priority corridor by the Metro Region. However, the Metropolitan Service District work program includes a study over the next two years to establish the alignment of a future lightrail line in southeast Portland.

By staging the highway project, the critical improvement at Tacoma Street can be done as the first phase, while the balance of the funds are set aside awaiting a future decision on lightrail.

Stage 1 of the McLoughlin Boulevard Project is the improvement of the Tacoma Street Intersection. We have looked at alternatives at this intersection. Both an improved at-grade intersection as well as grade-separated plans have been studied. The intersection involves a nearby railroad line, golf course, park, Johnson Creek, and hilly terrain immediately east of the intersection.

The at-grade solution was rejected since it required constructing six travel lanes on McLoughlin Boulevard for a considerable distance on each side of a signalized intersection in order to accommodate the traffic through the signal. The estimated cost is $18 million.

The only workable solution found is a structure separating Tacoma and McLoughlin. Many design alternatives for this overpass were studied, and a preferred design identified and agreed upon. Unfortunately, with all of the overpass designs, as with the at-grade intersections, Kasch's Nursery, located within this intersection, is required for construction.

Once action is taken by the local jurisdictions in the form of resolutions, the final environmental impact statement will be prepared, federal approval for the designs sought, and right-of-way acquisition commenced. Depending on the length of time for right-of-way acquisition and funding, construction of the Tacoma Overpass could start early in 1984.

RNB:lb WES:ia

bc Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
E. L. Hardt
J. H. Versteeg
George Bell

9701

HIGHWAY DIVISION

PLA

E. L. Hardt
Metro Region Engineer

June 30, 1982

Robert N. Bothman
Assistant State Highway Engineer

McLoughlin Boulevard
City of Milwaukie Presentation

Further reminder on the McLoughlin Project. The use of only the project map within the Portland city limits worked well with the presentation to the Portland city council. I briefly discussed the remainder of the alternative but they were only able to zero in on those issues shown within their jurisdiction.

With that in mind, perhaps you should do the same with the presentation for the Milwaukie city council hearings July 7, and at future City of Milwaukie deliberations. That means to use the same break in the map, although the south half of the project from the north Milwaukie city limits south to the southern terminal of the project.

The key is to try to narrow the decision from the Milwaukie city council to that portion of the project within their jurisdiction.

RNB:lb

cc Ted Spence
   Jim McClure

HIGHWAY DIVISION PLA

E. L. Hardt June 30, 1982
Metro Region Engineer

Robert N. Bothman
Assistant State Highway Engineer

McLoughlin Boulevard Project

I was favorably impressed with the June 29 discussion with the Portland City Council on the Division's recommended alternative for the McLoughlin Project.

Apparently the City has dropped their request for ramps in the southwest quadrant of Tacoma intersection, as well as the northeast quadrant of the intersection. We should proceed with the design of the interchange as laid out. Utilizing the existing Tacoma Street for the connection in the northwest quadrant and building a loop in the southeast quadrant. We should develop bus turnouts as required by Tri-Met at Tacoma. We also need to define the pedestrian ammenities for the overcrossing structure. We need to be sure that Phase 1 *works* for the specified time, as I remember, 1990+, or until we reach a specified volume.

The three city coucil members and mayor can be expected to support the recommended alternative. They can also be anticipated to support the four phases as laid out.

I purposely only discussed with them the project in detail within the City of Portland.

A fine-tooth comb should be given to the basic design, such as closure of streets, to be sure that we are making conscious decisions on the preliminary design.

The preliminary design of McLoughlin through the Phase 1 section should be firm so that right-of-way is acquired and the structure built to accommodate the future widening.

The synchronized signal system should be costed out and introduced as part of the the cost of Phase 1 in the hearing study report.

I suggest that you let the City of Milwaukie add the 17th/Harrison Street connection as part of Phase 1 as opposed to the Division making that recommendation.

It would be wise to look at the signal synchronization to see if there is any minor widening at intersections which needs to be accomplished to have a *ten year* design for Phase 1. I am not proposing any major widening, perhaps additional capacity through signals could be achieved by restriping or minor widening without going to the final improvement.

I talked to Ted and Jim relative to working with the City of Portland, City of Milwaukie, Multnomah County and Clackamas County to bring resolutions from those four jurisdictions, which are not conflicting and which support our recommendation. I see the only obstacle being to satisfy the city council in Milwaukie.

I suggested to Jim that he attempt to get a letter from the Milwaukie USA business group supporting the revisions we have made to the project to answer their problems with the original design, which they did not support. If that were to occur, then we would have total support from groups involved, with the exception of Citizens for Better Transit. This would draw the battle lines.

We need to support a study of the transit system in the southeast, however, I don't think we should support a lightrail transit system in the McLoughlin Corridor. That decision, although perhaps made by some, has not been made and I don't think the Division should take such a stance. I continue to believe that the I-205 Corridor is more centrally located in the future metropolitan area and has more potential for a more economical lightrail line from the Banfield Project south to Milwaukie, Gladstone and Oregon City. This would mean that we would have a trunk bus system on McLoughlin. I believe utilizing statistics presented by CRAG in the systems work would justify my thoughts.

In any case, we need to support improved transit to pick up the 30 percent total split in the McLoughlin Corridor, a six-fold increase in the existing transit ridership. We should do that on the basis of improving the bus ridership up to the point where lightrail is been justified, if it ever reaches that point. We should develop bus turnouts, bus connections, preemptive efforts, etc. on McLoughlin.

RNB:lb

cc Ted Spence
Jim McClure

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CITY OF MILWAUKIE

PUBLIC WORKS DEPARTMENT
In the City Hall • phone 659-5171

June 24, 1982

MA PDM PDE FFM SPC
ODOT-METRO
JUN 24 1982
BM PAR PPC [✓ FILE] T/A

Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Attn: James McClure
Project Development Manager

Re: McLoughlin Corridor

Dear Jim:

Attached is a memo containing staff recommendations to City Council for the McLoughlin Corridor improvement project. At their regular meeting of June 15, 1982, City Council adopted these recommendations as guidelines to be used during the public hearing process by ODOT and the City. and are subject to alteration or modification as may be required.

Sincerely yours,

Steven M. Hall, P.E.
Public Works Director

Enclosure: Memo (6/14/82)

js

Cc E.N. Bothman
E.L. Hordt.
McClure.

CITY HALL • 10722 S.E. MAIN STREET • MILWAUKIE, OREGON 97222 • TELEPHONE (503) 659-5171

CITY OF MILWAUKIE
MEMORANDUM
PUBLIC WORKS DEPARTMENT

DATE: June 14, 1982

TO Hugh Brown
City Manager

ADOPTED BY COUNCIL 6/15/82

FROM: Steven Hall
Public Works Director S.M. Hall

SUBJECT: McLoughlin Corridor
Staff Recommendations

After the additional information presented at the work session of City Council last Thrusday, the Public Works Department has the following recommendations for Council Consideration:

1. Construct Tacoma/McLoughlin intersection as proposed in the draft hearing study report dated June 1982.
2. Construct new intersection of S.E. 17th (old River Road) and Harrison Street as presented in hearing study report and referred to as "jug handle".
3. Upgrade and improve signalization and intertie of signals in corridor to and including S.E. Jefferson Street on McLoughlin Blvd.
4. Utilize remaining funds for combination of highway and light rail improvements which will best benefit the region.

   This is to include the data presented in the ODOT Hearing study report and Tri-Met study titled "Portland-Milwaukie Light Rail Transit: A Preliminary Analysis" dated 10 June 1982.
5. Adopt alternative plan 3 as recommended by ODOT in the draft hearing study report with recommendation that items #1, 2 and 3 noted above be constructed in phase I and that approval of further improvements be delayed for future consideration.

Estimated cost of the above recommendations are:

1. Tacoma/McLoughlin	Construction	$6,036,000
	Right-of-way	1,177,000
2. Harrison/17th Ave.	Construction	$1,100,000
	Right-of-way	270,000
3. Signal Upgrade		(Unknown)
TOTAL OF 1 & 2		$8,583,000

As has been noted, METRO has been working towards a detailed study of this corridor and the region and the final recommendations of the City of Milwaukie, in conjunction with Portland, could incorporate that information for future funding approvals.

Also, as noted at the meeting, it is critical that some form of proposal be adopted so that the funding can be committed before October 1983 or the region stands an excellent chance of losing those funds.

If an overall consensus can be reached between the City of Milwaukie, the City of Portland, ODOT, Tri-Met and METRO a unified approach can be presented which would be the strongest case that this area could place toward the use of these fundings.

Also, the Traffic Safety Commission will be considering this information at their regular meeting of Monday, 14 June 1982 and we hope to have a recommendation from the Traffic Safety Commission to the City Council.

A final decision also has to be made as to the City Council wishes to hold a public hearing on 6 July 1982 as was previously discussed.

cc: Traffic Safety Commission

SMH:js

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HIGHWAY DIVISION

PLA

E. L. Hardt
Metro Region Engineer

June 8, 1982

Robert N. Bothman
Assistant State Highway Engineer

McLoughlin Project
June 4, 1982 Meeting

I have picked up at least four issues which I think you should resolve relative to the McLoughlin Project.

First, you should satisfy yourself on your position relative to the HOV lane question north of Reedway. I oppose a short section of HOV lane. We have a problem with at least one commissioner with HOV lanes. And lastly, I question if you want to get into the problems of operating a reversible HOV lane in a constrained typical section. My first preference is to maintain the existing six lanes. I question whether or not that really doesn't "balance" the project. My second choice, if absolutely necessary, would be to establish a reversible lane for all vehicles. That again, would involve a continuous maintenance responsibility.

I favor moving forward with a six-lane auto facility with the capability of later converting or developing HOV lanes, bus lanes or light rail in the corridor. However, because of the nature of the required transit ridership with that alternative, I support transit improvements to increase the transit ridership continually in the corridor. That would mean bus stops, sidewalks, signal preempt and whatever else is necessary. Apparently, we are not putting that sort of emphasis on the project.

The extension of the project to Jackson Street sounds reasonable, if that is what is required to "buy" the city of Milwaukie. I think the River Road connection to Harrison is an excellent addition to the project.

In my opinion, the Tacoma overcrossing intersection is the key to the short-term solution on McLoughlin. I think, you need to take a hard look at what has been put on that structure, i.e. lanes, shoulders, walks, etc. At the same time, the "Ford" model should not be any more expensive than absolutely necessary.

I think the interconnect should be included in the first phase with Tacoma. Also in that first phase, you should investigate the number of lanes at the remaining signals. Specifically, how many lanes do we need to satisfactorily operate at Tacoma, Ochoco, Reedway, Milwaukie, Holgate, etc.

The meeting pointed out a serious lack of adequate coordination of this project. Most of the above questions should be resolved at TAC meetings. I urge you schedule every other week TAC meetings to bring this project to an active conclusion and allow the technical folks from the two counties, two cities, Tri-Met, etc. to have their voice and see if they can't work out the differences to everyone's satisfaction.

Insofar as meeting with the JPACT, the issue is to keep that meeting at a systems level. The light rail is a systems issue, not a project issue. That can be properly handled by Andy.

RNB:lb

cc Ted Spence
   Jim McClure

7708

MULTNOMAH COUNTY OREGON

OFFICE OF THE COUNTY EXECUTIVE
ROOM 136, COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

DONALD E. CLARK
COUNTY EXECUTIVE

May 17, 1982

Mr. Gerard Drummond, President
Tri-Met Board of Directors
4012 SE 17th Ave.
Portland, OR 97202

Dear Mr. Drummond:

Multnomah County is currently reviewing the McLoughlin Blvd. Draft Environmental Impact Statement as well as public response to the alternatives studied, as given in the "Public Hearing Transcript." The public response displayed reservations with the three build alternatives presented. Many comments were made to include a light rail alternative.

Since the public hearing, the City of Milwaukie has examined further options and requested a feasibility analysis of light rail in the first phase of project development. The County agrees with the City of Milwaukie and asks that light rail transit be included in the Environmental Impact Statement as an initial build alternative.

In the process of weighing various alternatives and choosing a light rail line for the Banfield project, the strong points of light rail operation in an urban setting became clear. Light rail has many strengths including ones applicable to the McLoughlin corridor, i.e., the greatest capability of fulfilling the project goal of carrying 30% of the person trips by transit by 2,000, reducing the disruptive aspects of improving travel in this corridor, and providing transit improvements at a productive, efficient operational cost, thus assuring that the transit improvements can be made.

In addition, an inter-connected system of light rail lines for the eastern, southern, northern, and western sectors of the metropolitan area is the regional plan. Tri-Met should utilize the opportunities presented to implement this plan.

We hope that Tri-Met can lend its considerable expertise to the inclusion of a McLoughlin Blvd. light rail build alternative.

Sincerely,

Donald E. Clark
County Executive

cc: Bob Bothman, ODOT

R. N. BOTHMAN

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AN EQUAL OPPORTUNITY EMPLOYER

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U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-26(20)
McLoughlin Boulevard, DEIS

Date: April 21, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

This document has been reviewed by the FHWA Region 10 office. The following comments are offered:

Page 3, Purpose - The first sentence could be simplified to read "The purpose of the proposed project is to improve the traffic flow and safety of the 4.41 miles of the McLoughlin Boulevard corridor."

Page 13, Alternatives Advanced - The safety aspects of pedestrian access to transit stations should be discussed. Reference is made on Page 94 to mid-street refuges.

Page 72, Population - Census tracts 2, 10, 59, and 108 are directly involved with this project. Up-to-date data should be referenced and any changes in impacts resulting from that data should be discussed.

Some 1980 census data may be obtained from the Urban Studies Department, Room 188, Cramer Hall, Portland State University (Telephone: 229-3922).

DOT Notice N 1270.2, Item 5 - Please address as appropriate.

Page 107, Paragraphs 5 & 6 - The FEIS should state that all reasonable efforts will be made to help relocate businesses in the same neighborhood.

Page 127, Floodplain Analysis - Please clarify the fourth sentence of the first paragraph to state that this is not a significant encroachment.

Page 139, Section 4(f) - Parking removal and noise impacts at Westmoreland Park should be carefully reviewed. The FEIS should clarify that these impacts do or do not

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constitute "uses" of the Park (Reference--Page 110 and Fig. 19-6). The effects of displaced parking on local side streets may also involve minor social impacts.

for Dale E. Wilken

Attachments (to G A Potter)
Appendix A, 1980, 2 pgs

cc:
OSHD (G A Potter, Env)
FHWA Reg 10 (I C Lloyd, HEP-010)

HIGHWAY DIVISION

MET

E. L. Hardt
Metro Region Engineer

April 19, 1982

Robert N. Bothman
Assistant State Highway Engineer

McLoughlin Project
Milwaukie City Council Session
April 15, 1982

Mayor Burgess has been a transit advocate for a long time. She did participate in the old CRAG board and was involved in the early decisions regarding the Oregon City Lightrail Line Project. It is true that ODOT was the lead agency on the Sunset and the Banfield projects, Tri-Met the lead agency on the Oregon City Line. Tri-Met did a substantial amount of work in the Phase 1 study on the Oregon City Line. They developed the preliminary ridership costs, did a legal study on the railroad right-of-way and other work which was utilized to make the decision that the Oregon City Corridor was the third priority corridor.

Essentially, the early studies, as well as the RTP effort, indicates that there is not the ridership to justify lightrail in the corridor regardless of costs following the existing rail line. In east Multnomah County and Washington County, there is a heavy movement from those bedroom areas to Portland. Employment and population of Clackamas County, are about a balance; that is, the jobs in Clackamas County balance the workers living in Clackamas County. There is not a large bedroom area in Clackamas County for the Portland industrial areas and Portland CBD. The traffic volumes in the last eight years have more than doubled on the Sunset, have doubled on the Banfield, and increased substantially on the I-5 north corridor but are still are approximately at the same level on McLoughlin at the Ross Island Bridge. The devlopment in Clackamas County has occurred with the workers living in the County and with the workers not taking the jobs in the Portland CBD.

Our efforts should attempt to pursue the course we have layed out; that is, to seek a decision on the alternative for the project and then phase in that total effort on the reasonable flow of money, with the first priority being the Tacoma intersection. There seems to be little opposition to moving with that phase. Our decision to move with the overpass is probably the better one, particularly, if we can get a simplified design. But we need to establish a plan for the corridor in order to allow the property owners in the area to build to that plan, even though our construction is in the future. We have the ability in the future to review each decision to move forward with construction. The decision is the allocation of funds. Ten years from now, the decision might be to develop a transit lightrail corridor and not to make further improvements. On the other hand, it may be just the opposite; to proceed with only a highway improvement. The transit ridership is not developed to the point of justifying the light rail investment.

If we recommend Alternative 3, which I strongly support, we will have to rely on very high transit ridership. We should support a transit facility in that corridor by the time our capacity for additional autos is reached. I believe that date is 1992 to 1995 in our DEIS. In that way, we become both supportive of a high capacity transit facility in the corridor. I think our pitch should be to solve the short-term problems and support planning for a long-term solution.

I think the lightrail transit trunk should be on the I-205 freeway, the center of the year 2000 populated area. This would mean McLoughlin would be a bus corridor.

We obviously need homework with the City. It appears that the only real problem we have is traffic circulation, the closure of Mill Port, and access to the City of Milwaukie, which is beyond the limits of this project, but which we need to study and develop insofar as addressing the impacts of the project. You should have Jim take the City's concerns to the south McLoughlin corridor project. It is interesting that these concerns, relative to access to the City have not surfaced via the City staff, either through the north McLoughlin Project or the south McLoughlin Project. Nevertheless, we need to actively pursue that in the next month and see if we can't resolve their access questions and traffic circulation questions.

We should indicate that the lightrail decision is not a part of the project which we are developing and that the consideration of highway and transit was accomplished at the Metropolitan Service District level through the seven reports that were completed during the last five or six years at the Service District. Again, both are needed but Highway in the short-term and transit in the long-term. All those reports did was point to the need for additional auto capacity and additional transit capacity. That is the reason we planned the approach of providing a substantial bus facility in the McLoughlin Corridor, and providing the convertability to lightrail. Those were instructions that came from the multi-model planning effort which we participated. Perhaps Tri-Met didn't push as hard has they should at the Metropolitan Service District, but we do have a multi-model plan.

You have a difficult task because of staff. You are going to have to work either with the new city manager or with the entire council. I suspect what that means is you are going to have to go through several sessions with the city council to bring them up to speed on the project. That will take broad discussions concerning funding, multi-model approach, and time frames in order to somehow convince the council that we do need additional highway capacity, that we do have six-lanes north of Reedway and eight-lanes south of the expressway--four on McLoughlin and four on the expressway--and a four-lane bottleneck in between. That point has to brought home that we are balancing the highway system and eliminating this bottleneck.

There should be a TAC meeting called as soon as possible. I would suggest those meetings be held weekly on this project until the issues get resolved to bring together the two cities, the two counties, Tri-Met and the State. By the way, you also heard from Steve Dotterer at an earlier meeting, his concerns that the City problems with the project were being considered. They haven't heard from us since the hearing a month ago. Jim had done nothing in the last month, probably because Bob Heard has been gone part of that time. The only way this project is going to succeed is if Jim and Bob get on it with a major effort.

I think there is no reason why we can't resolve the two cities', the county's, and Tri-Met's problems and move forward with Alternative 3, modified including the necessary bus turnouts for Tri-Met, the overcrossing for the county, circulation and access for Milwaukie and diversion of traffic from the Portland neighborhood to McLoughlin for Portland.

lb

9708

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 443

APR 13 1982

Dale Wilken
Division Administrator
Federal Highway Administration
530 Center Street, N.E.
Salem, Oregon 97301

RE: McLoughlin Boulevard Draft Environmental Impact Statement (EIS)

Dear Mr. Wilken:

The Environmental Protection Agency (EPA) Region 10 has completed reviewing the Draft EIS for the proposed widening of McLoughlin Boulevard from the Union-Grand Viaduct to S.E. River Road in Portland, with attendant increased transit and carpool use. The Draft document adequately discusses the potential impacts on air and water quality and noise levels and the mitigation measures proposed to reduce these impacts. Based on this review, EPA has rated the Draft EIS LO-1 (LO - Lack of Objections; 1 - Adequate Information).

Regarding the air quality analysis, on page 123 the Draft EIS states "The FHWA has determined that both the transportation plan and the transportation improvement program conform to the SIP [State Implementation Plan.] The FHWA has determined that this project is included in the transportation improvement program for the Portland-Vancouver Metropolitan Planning Area. Therefore, pursuant to 23 CFR 770, this project conforms to the SIP." EPA Region 10 supports the conclusion that the project is consistent with the SIP based on the air quality analysis provided in the Draft EIS.

Sincerely,

John R. Spencer
Regional Administrator

cc: G. Potter, OSHD

Environmental Section
April 19, 1982

E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
Cliff Christianson
Maury Payne
Jef Kaiser
D. E. Wilken

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APR 19 '82
REFER TO
FOR

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9708

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

April 9, 1982

Ms. Anne Dryad
7651 S.E. 20th
Portland, OR 97202

NOTED
E. S. HUNTER

Dear Ms. Dryad:

I have your letter of April 5 concerning the trees on the McLoughlin Boulevard project. I am enclosing a copy of the environmental impact statement on the project. On page 111, the loss of 15 of the 83 sequoias and other species of trees is discussed, including the recommendations for protection of the remaining trees.

The public hearing on the project was held on March 18, 1982. Since that hearing, the Highway Division has continued its investigation of the impacts to the trees and has reduced the number of trees removed to eight. We will also be committed to replacing the trees that are removed.

The person in our Metro office in charge of these studies is Mr. Jim McClure and his phone number is 238-8226. Feel free to contact Mr. McClure to learn more about the conclusions of our investigations.

Thank you for writing and expressing your concerns. Please let me know if I can be of further assistance.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

GAP:lb

Attachment

bc: E. S. Hunter
Ed Hardt
Jim McClure

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TECHNICAL SERVICES
APR 9 '82
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FOR

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Form 734-3122

9708

HIGHWAY DIVISION

E. L. Hardt
Metro Region Engineer

April 1, 1982

R. N. Bothman, Assistant State
Highway Engineer for Administration

McLoughlin Boulevard
Hearing Study Report

Because of our major issues, that is selection of an alternative and the Tacoma overcrossing question, we didn't discuss March 31 a number of minor issues which should also be covered in the Hearing Study Report.

(1) Street closures

(2) The sequoia trees

I suggest that we seriously consider either relocating or replanting the sequoias that are removed, if there is an appropriate location in the same vicinity. As an example, we could certainly stagger those trees being removed just north of 224 by placing them at the right-of-way line or near the right-of-way line on the east side.

(3) Parking for the park

(4) Bybee overpass - Bybee interchange

(5) Improvements at 17th Avenue

(6) Noise mitigation

(7) Bus turnouts with Alternative 3 - Pedestrian access to the bus turnouts

Even with Alternative 3 we must continue to consider our objectives, one of which is to enhance or increase the transit ridership in the corridor.

(8) Minimize the total project costs.

We are taking a hard look at Cadallic design features--extras, overdesigns--i.e. the proposed two ramps for the interchange at Tacoma were certainly an overdesign, treatment of severed streets, etc.

(9) Minimize right-of-way take, we always indicate too much right-of-way. Perhaps this would be the time to take a quick look at the right-of-way take indicated to see if there are some ways with design or establishment of that line to reduce the take--that was a major discussion--obviously a cost problem--and an impact problem.

(10) Left-turn access - Ochoco to Tacoma

(11) Mill Port closure

(12) Design at the 224 connection--suggest an overall review perhaps with your fresh look at that overall design. The idea of the best operational design, the least costly design--minimizing impact on local businesses.

Not all the above obviously came from the hearing process, although most did in one way or the other. Not all need to be covered in the study report; however, I would suggest that at least consideration be given a decision made to discuss them or not discuss them in the hearing study report, and if the decision is to discuss them, then they should thoroughly be reviewed. There are probably a number of other items which need to be sorted out from the hearing transcript of minor consequence that should be covered.

I continue to be concerned that we properly treat the issue of light rail as I have discussed in my previous memo. More specifically, my memo after the hearing.

The City of Portland staff recommendation should be taken simply as input. Like any other testimony, it is not the kind of recommendation which needs to be adheared to, on the other hand it needs to be considered.

If we don't answer all questions given to us in the hearing study report then they will be taken care of in the FEIS; however, we do need to address those major issues as they affect the selection of the alternative. That means we don't have to talk an awful lot about minor design changes.

I think the Hearing Study Report should restate the objectives and then lead into the recommendation from that position.

I believe that in the Hearing Study Report, it should definitely discuss the financial constraints because of the current condition of the economy demand for highway monies now and in the future. Really, in the future there is no money, yet here is a large block of money that is available for this project or other projects.

I think the editorial in the Journal is a landmark one in that it should set the stage for the Hearing Study Report--all positive...build.

lb

cc J. D. McClure
Bob Heard

9708

HIGHWAY DIVISION

E. L. Hardt
Metro Region Engineer

April 1, 1982

R. N. Bothman, Assistant State
Highway Engineer for Administration

McLoughlin Boulevard

I think it will be necessary for you to pursue our schedule on the McLoughlin Project.

You will need to see that we do complete the hearing study report on schedule and do present that to the local jurisdictions for their consideration.

I think we have a reasonable direction after our meeting on March 31 which concluded in proceeding with Alternative 3 with an overcrossing structure at Tacoma and a modified set of connections to McLoughlin at Tacoma.

I believe that some other minor modifications should be reviewed which were brought up in the hearing process and included in the recommendation.

I think the phasing needs to be set up much along the lines that we discussed with Tom; establishing the priority, which is also included in the hearing study report.

I don't think we actually concluded, but I would strongly suggest that you seek to eliminate the reversible lane from Reedway to the Ross Island Bridge. I frankly have serious concerns that we can accommodate that additional traffic north of the Ross Island Bridge and have serious concerns that you want to buy into that maintenance job of handling that reversible lane. It would be an operational nightmare. I'm not sure that it is absolutely necessary.

The traffic on McLoughlin is constrained in the final analysis with the three-lane section and I don't think with the three-lane section you do need the reversible lane. Perhaps with the HOV lanes, then you would have needed the reversible lane north of Reedway, but not with Alternative 3.

I would like, or certainly volunteer to, assist with the presentations to the cities and counties involved when that time comes in June in order to see that we do see this project come to a conclusion.

I see every bit of support to bring this project to fruition and to move forward with the initial project in 1983.

lb

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VICTOR ATIYEH
GOVERNOR

Executive Department

155 COTTAGE STREET N.E., SALEM, OREGON 97310

March 23, 1982

Gary A. Potter, Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR. 97310

NOTED
E. S. HUNTER

Dear Mr. Potter:

McLoughlin Blvd-- PNRS OR820216-023-4

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Department of State Lands offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Sincerely,

INTERGOVERNMENTAL RELATIONS DIVISION

Kay L. Wilcox

Kay Wilcox
A-95 Coordinator

KW:cb
Enclosure

ENVIRONMENTAL SECTION
April 13, 1982

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Ed Hardt
Cliff Christianson
Maury Payne
Jef Kaiser
D. E. Wilken

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APR 14 '82
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FOR
Info | Immed | R/D | D/R | Sign | Ans | File

Ds letter

RELATIONS DIVISION
MAR 10 1982

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon
Phone Number: 378-3732

RECEIVED
FEB 18 1982
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 820216-023-4 Return Date: MAR 12 1982

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Water Quality and Aquatic Habitat, pg 127:
Only alternative no. 1 is discussed in this section, if other alternatives have the same impacts this should be mentioned in Final EIS.

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By Wm Parks

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: McLoughlin Blvd

PNRS #: OR820216-023-4

DATE: 2-16-82

The State Clearinghouse has received additional comments from Oregon Department of Fish and Wildlife subsequent to our conclusion letter of March 23, 1982 please see copy (ies) attached for your attention.

Additional Clearinghouse comments:

(x) Please consider this letter and enclosure(s) an addendum to our previous letter.

(x) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon 97310
Phone Number: 378-3732

MAR 24 1982

PNRS STATE REVIEW

Project #: OR 820216-023-4 Return Date: ~~MAR 12 1982~~

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW DRAFT STATEMENT

( ) This project has no significant environmental impact.

(X) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Comments attached.

Agency Fish & Wildlife By James A.

The Oregon Department of Fish and Wildlife has reviewed the McLoughlin Boulevard Draft EIS. The draft appears to adequately address the environmental impacts of the proposed project.

We recommend that the project be closely coordinated with Jay Massey, district fishery biologist, as the project develops. Mr. Massey can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041. This coordination will be most important with regard to construction in the following sensitive locations:

1. Johnson Creek Crossing neer River Road,
2. Crystal Springs Creek Culvert, and
3. Tacoma Boulevard Intersection.

We appreciate the opportunity to review and comment on this environmental impact statement.

cc: Jay Massey/Pat Keeley

9708

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

March 9, 1982

D. K. Kilgore
1620 Park Loop
Tillamook, OR 97141

The Highway Division has seriously considered the use of elevated freeways in the Portland area, including an early solution to the Banfield Freeway congestion problem, and the proposed Industrial Freeway (I-505), which has since been dropped from consideration.

There are several drawbacks attached to elevated freeways. These include the inability to provide frequent access and egress in an urban environment at reasonable costs. There are also the environmental impacts, including noise, air and visual pollution, which make such a project difficult to sell to the public in our hearing process.

The elevated freeway can be considered feasible when there is no access required along the highway. Such an example is I-105 in the city of Eugene.

I am asking the Highway Division to forward you a copy of the Draft Environmental Impact Statement for McLoughlin Boulevard, the project mentioned in the newspaper clipping you sent me. This report indicates the problems faced in attempting to improve traffic on this section of highway.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Hwy.
Metro

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
APR - 7 '82
REFER TO
FOR

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RECEIVED
FEB 24
Governor's Office

DOT

Please [illegible]
for the Governor's signature
by 3-9
Thank you.

23 February 1982

The Honorable Victor Atiyeh
Office of the Governor
State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Attached is an article clipped from the Oregonian, 21 February 1982, pertaining to widening highways.

Our highway systems have consumed a considerable amount of tax revenue property. In meeting the challenge of increased utilization, wouldn't it be feasible to construct an elevated roadway than to acquire more land for expansion? This would permit one way traffic in each direction, and egress/ingress with minimal expansion of right-a-ways.

It is proposed that in the expansion of Oregon State highways that long range planning include elevated roadways, as evidenced in adjacent States.

I would appreciate an evaluation of this proposal.

Sincerely,

D. K. Kilgore
D.K. Kilgore
1620 Park Loop
Tillamook, OR 97141

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STATE HWY ENGR
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Bothman
FOR

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Cost worries greet McLoughlin cures

By STAN FEDERMAN
of The Oregonian staff

OREGONIAN
21 FEB 82

Early public reaction to a proposed traffic-improvement project for the Southeast McLoughlin Boulevard corridor between Milwaukie and the Ross Island Bridge appears to be linked to the poor economy and taxpayer worries over costs of the project, a state official said last week.

At an informational meeting Thursday, some 100 residents living along or near the corridor gave a number of reasons why the project should go ahead or why it should not be built at all, according to James McClure, project development manager for the state Department of Transportation.

Three alternative improvement designs, plus a "no build" alternative, have been proposed by the Transportation Department as solutions to the traffic-clogged, 4.4-mile corridor.

Average weekday traffic volume on McLoughlin ranges from 66,400 vehicles on the north end of the corridor to 42,700 on the south end.

Peak volumes occur in the northbound lanes in the morning and in the southbound lanes in the late afternoon. Traffic frequently is backed up more than a mile during rush hours.

A small group of Brooklyn-area residents, who live just east of the corridor's north end near the Ross Island Bridge, last week urged planners to "leave the highway alone" and make no improvements.

"The Brooklyn area obviously sees no benefits from any improvements and fears they would only bring more traffic through their area," McClure said.

Other comments at the meeting, he said, ranged from worries over potential noise problems caused by any improvements to the need for the state to "do something" about the constant traffic problems at the intersection of McLoughlin Boulevard and Tacoma Street.

"I think the feeling that highway officials got at the meeting," McClure said, "was that the public was reluctant to have any improvement project be done all at once."

Instead, he said, many people suggested that if any improvement is made, the work should be done in stages. This would minimize early costs, McClure said they reasoned, and would still leave the state many options for the future, when the economy might be better.

"And I suspect this is exactly what would happen," McClure said. "Chances are, the initial project would likely involve an overhead interchange to solve the McLoughlin-Tacoma traffic problems."

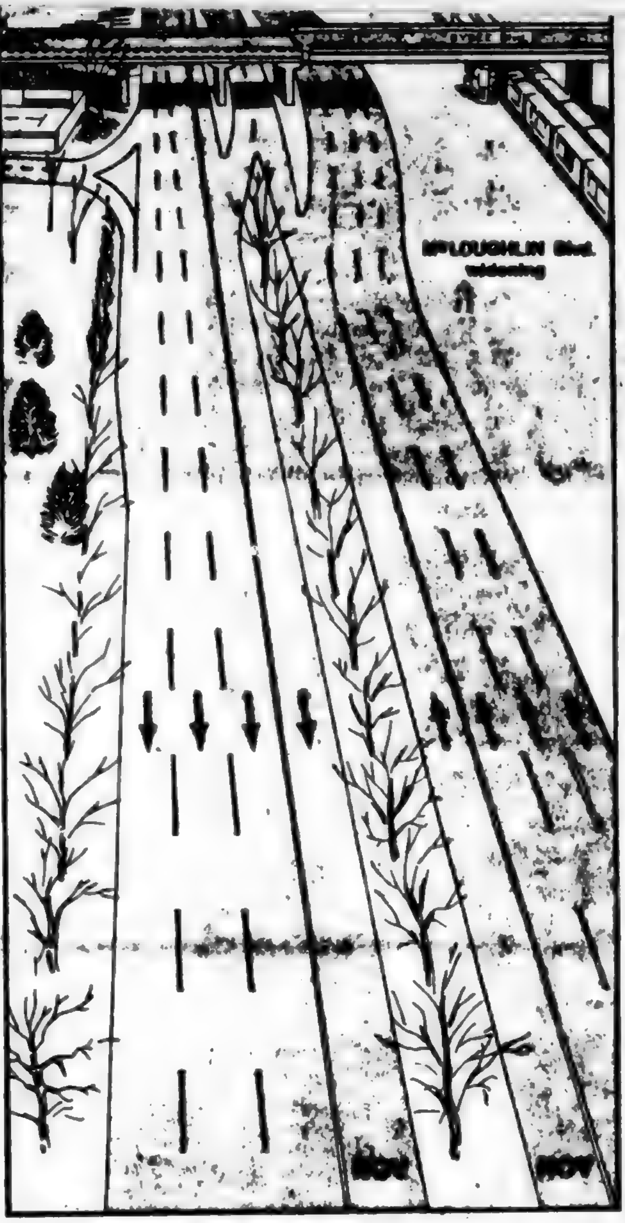
Such an interchange would cost an estimated $7.6 million and create a free flow of traffic at the intersection. It also would provide a crossing over Southern Pacific Railroad tracks in the area, McClure said.

A two-year accident study involving the McLoughlin corridor found that 444 accidents occurred in the 4.4-mile stretch. Forty-three percent took place at intersections, with the McLoughlin-Tacoma intersection recording the highest total — 52. Most of them were rear-end collisions.

The three alternative plans to improve McLoughlin aim at boosting the capacity of the corridor by increasing the number of lanes and encouraging the use of public transit and carpools.

A major part of each plan is to minimize the impact on local residents and businesses and preserve sequoia trees south of Ochoco Street and large oak and maple trees north of Tacoma Street. This would be achieved by building all northbound lanes just east of the trees in most cases.

Past discussion of improving McLoughlin has produced citizen opposition to destruction of the trees. In the plans, 15 of the 83 sequoias would be lost to construction.



WIDENING PROPOSAL — State Highway Division is suggesting three plans for widening Southeast McLoughlin Boulevard to ease congestion. Sketch, left, envisions greater number of mixed-traffic lanes, as well as high-occupancy-vehicle (HOV) lanes for carpools and buses. Photo, above, shows current conditions, just north of Bybee Boulevard overpass.

The three alternative proposals are:

— Adding two mixed-traffic lanes and carpool-bus lanes. The carpool-bus lane would occupy two lanes between Ochoco and Harold streets and become a single reversible lane for rush-hour traffic between Harold Street and Powell Boulevard. Transit stations would be built in the center of the roadway on raised islands. The cost would be an estimated $23.4 million.

— Adding two mixed-traffic lanes and high-occupancy-vehicle lanes, similar to the design of the carpool-bus lanes. Buses would operate in the mixed-traffic lanes, and bus stations would be located on the side of the highway. The estimated cost is $21.9 million.

— Building additional roadway to allow for six lanes of mixed traffic while preserving the option of adding either high-occupancy-vehicle lanes or even light-rail sometime in the future. Sufficient right-of-way would be reserved in the median to accomplish any such conversion. The cost is estimated at $21.3 million.

Robert Bothman, metropolitan administrator for Transportation Department, said another public hearing is scheduled at 7:30 p.m. Thursday, March 18, at Westmoreland Union Manor, 6404 S.E. 23rd Ave.

1721 5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

February 26, 1982

In Reply Refer to
File No.

DOUGLAS J. COLEMAN
6125 S.E. 23rd Avenue
Portland, OR 97202

NOTED
H.S. COULTER

Subject: McLoughlin Boulevard Project

I am responding to your letter to Mr. Coulter in his absence which expressed concern over the removal of the sequoia trees on the McLoughlin Boulevard project being developed by the Highway Division.

Having been assigned to the division's Milwaukie office from 1959 to 1963, and driving by those sequoia trees during that time as well as our involvement with the project over the last eight years, I am very sympathetic to your concern.

It is true that when the reconnaissance work was done for the Metropolitan Service District study, we identified only four or five trees that would have to be removed for construction, those located in the vicinity of Ochoco. It is also true that the current Draft Environmental Impact Statement now lists 15 trees which will have to be removed. I have asked the staff to review the need for removal of those additional trees and will review that effort myself in order that we can respond to your concern at the next Citizen Advisory Committee meeting.

RN Bothman

ROBERT N. BOTHMAN
Assistant State Highway Engineer

RNB:po

cc: Scott Coulter

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cy 2-24
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61 25 SE 23rd Avenue
Portland, Oregon 97202
February 21, 1982

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem
Oregon 97310

Dear Mr. Coulter:

I am a member of the Citizens Advisory Committee on the development of the McLoughlin Boulevard corridor between Reedway and Highway 224. Two public meetings have been held re this proposed development. No vote has yet been taken, but judging from the public input I have heard I would say that a majority would now vote the "No-Build" alternative for a number of stated reasons.

I am not going to list these reasons but I am going to zero in on one vital concern. The just-released Environmental Impact Statement affirms that any build alternative selected would eradicate 15 of the rare sequoia trees between Ochoco and Highway 224(and one build alternative would eliminate some of the red oak trees bordering Westmoreland Park). In a letter you sent in response to my correspondence(your letter dated February 15,1980) you stated "only two trees have been identified south of Ochoco Street which may or may not be affected by the improvement."

At our very first CAC meeting in 1980, the then-project coordinator,Ron Kleinschmidt, assured us that no more than 4 or 5 of the sequoias would be destroyed. Only last Thursday we learned at the public meeting that 15 of these trees will be destroyed. When the actual construction takes place how many valuable trees can we really expect to lose? I have repeatedly expressed my concerns about these trees, and there is likewise widespread popular support to preserve them.

Up till now I have been in favor of the build alternatives. Now, if there is to be the destruction of such a large number of these irreplaceable trees, I am inclined to vote "no build" along with the majority of people.

I hope that the ODOT can go back to the drawing boards and produce a build alternative that is not so destructive of the environment and so dislocating to the bordering communities. Likewise I hope you share my concerns in this sobering matter.

Very truly yours

Douglas J. Coleman

Douglas J. Coleman

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PLA 10

February 5, 1982

Mr. D. E. Bergstrom
City of Portland Traffic Engineer
Bureau of Traffic Engineering
317 Southwest Alder
Portland, OR 97204

Mr. Bruce F. Schafer
City of Salem Traffic Engineer
City Hall
555 Liberty Street S.E.
Salem, OR 97301

Mr. James R. Hanks
City of Eugene Traffic Engineer
858 Pearl Street
Eugene, OR 97401

Mr. Robert Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Mr. Tom Lancaster
Lane County Traffic Engineer
Department of Public Works
3040 Delta Highway North
Eugene, OR 97401

As part of our efforts to promote and encourage energy conservation, the attached report was prepared to illustrate the energy savings possible from traffic signal improvements.

tracing
pla 10-2

Since you are involved in traffic signal work, I thought you might be interested in this report and that you might find it helpful in your work.

H. S. Coulter, P.E.
State Highway Engineer

Att.

cc Anthony Yturri
Federal Highway Administration
Department of Energy
Winston Kurth, Clackamas County

bc Fred D. Miller
R. W. Gormsen
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
R. E. Royer
R. N. Bothman
J. H. Versteeg
L. E. George
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
D. D. Allen
W. E. Schwartz
George Bell

McLOUGHLIN BOULEVARD

TRAFFIC OPERATION REVIEW

FUEL CONSERVATION

Prepared by
OREGON STATE HIGHWAY DIVISION
&
FEDERAL HIGHWAY ADMINISTRATION

November 1981

McLOUGHLIN BOULEVARD
TRAFFIC OPERATIONAL REVIEW

PURPOSE

This report covers an operational review made of a section of arterial street between Milwaukie and Oregon City. The purpose of the review was to identify and evaluate traffic engineering type improvements which would result in fuel conservation.

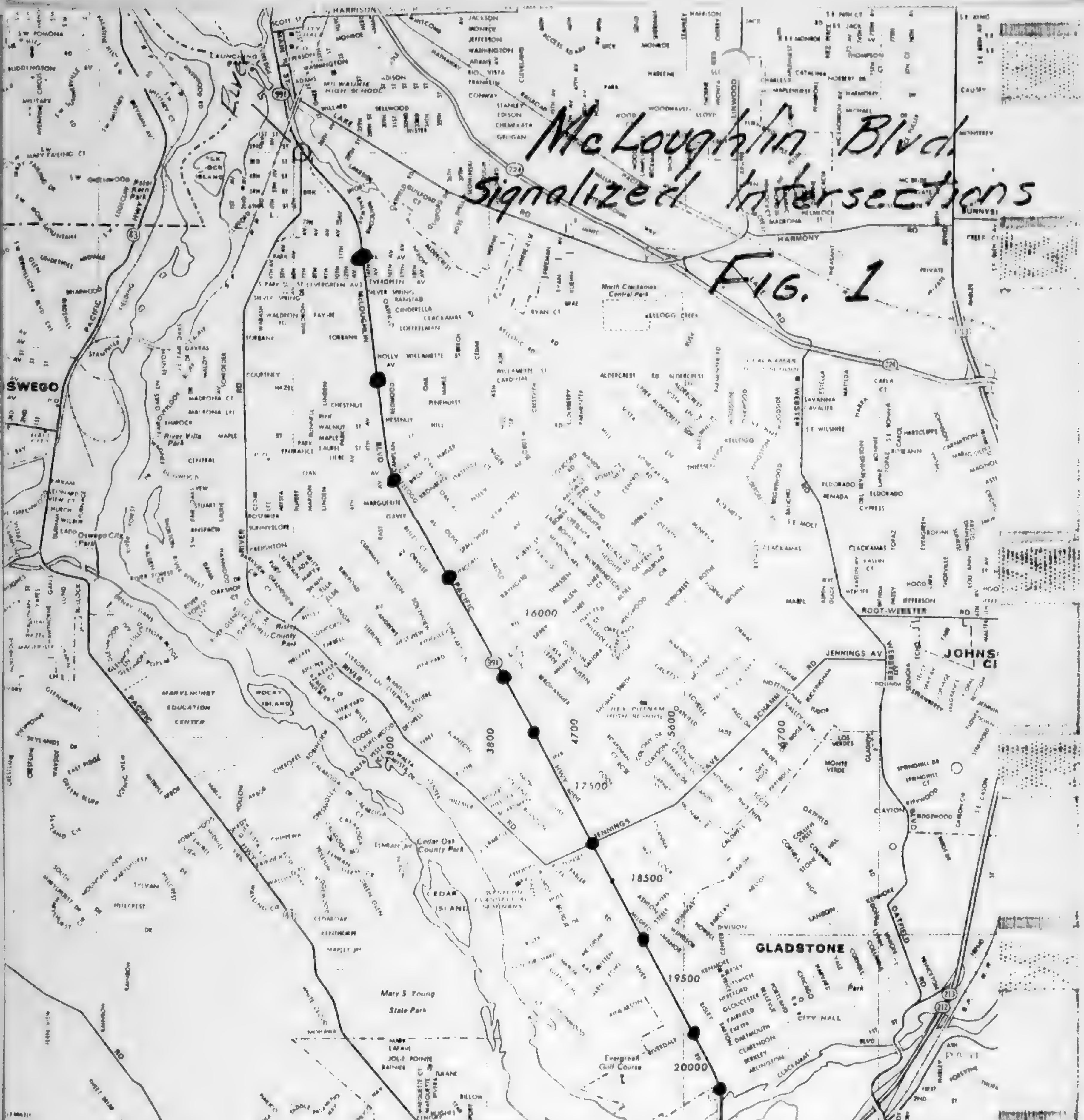
A general objective of this report is to emphasize for a broad audience the energy savings potential of relatively minor traffic engineering improvement.

REVIEW SITE (See Figure 1, 2)

The arterial street reviewed was a 4 1/4 mile section of McLoughlin Boulevard extending south from Park Avenue to Arlington Street. The basic section is 4 - lanes with a continuous median about 14 feet wide for most of its length. The median functions as a one-way left turn lane at major intersections as as a two-way left turn lane elsewhere. Lane widths are 11 feet inside, 12 feet outside and shoulders vary from 4 to 10 feet.

The section includes 10 signalized intersections. The signals are fully actuated with protected left turn phases on McLoughlin Blvd. The signals are not interconnected. The signals are disbursed through the 4 1/4 mile section with a maximum signal spacing of about 3,000 feet.

Traffic volumes on McLoughlin are 30,000 - 35,000 vehicles per day. Traffic characteristics include a predominant northbound peak in the morning; southbound afternoon peak and relatively high mid-day balanced traffic flow.


River
MILWAUKIE HIGH SCHOOL
HARRISON
HARMONY
224
99E
McLOUGHLIN
North Clackamas Central Park
KELLOGG CREEK
SWEGO
WEBSTER
ROOT-WEBSTER RD
JOHNS
PACIFIC
16000
3800
4700
5600
8700
1800
17500
18500
19500
20000
JENNINGS AV
JENNINGS
RIVER RD
Risley County Park
ROCKY ISLAND
MARYLHURST EDUCATION CENTER
Cedar Oak County Park
CEDAR ISLAND
GLADSTONE
CITY HALL
Mary S Young State Park
Evergreen Golf Course
Clackamette Park
213
212
43
ROSEMOUNT RD
WEST LINN
WEST LINN HIGH SCHOOL
MARKET RD
OREGON CITY
OREGON CITY HIGH SCHOOL

McLoughlin Blvd
Signalized Intersections

FIG. 1

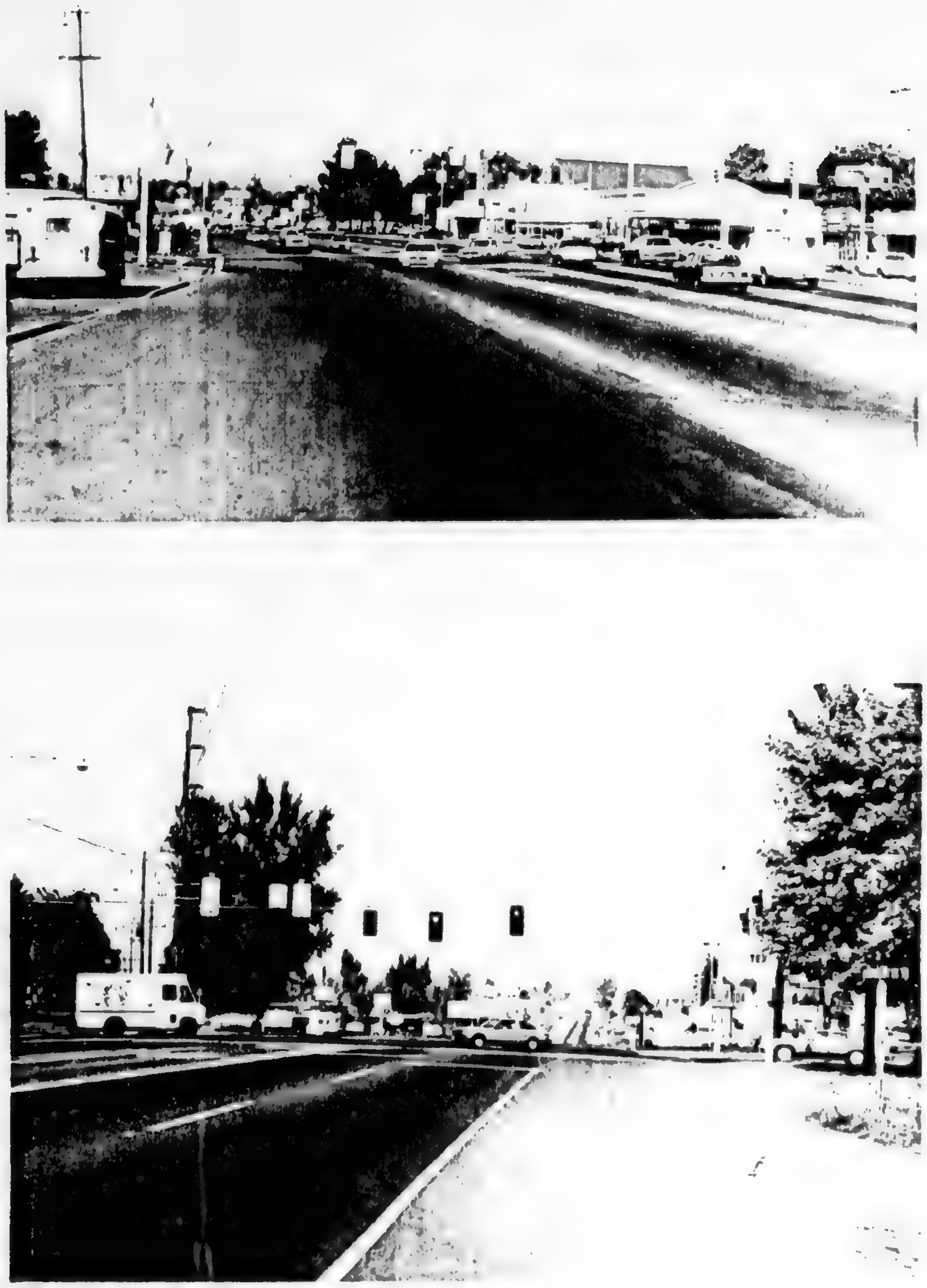


FIG. 2.

DATA COLLECTION AND ANALYSIS

The data collected, in addition to available physical information on the existing arterial, included hourly traffic volume counts for a 14 hour period (6:00 A.M. - 8:00 P.M.) of traffic movements at each of the signalized intersections and six floating car runs in each of the morning, evening, and off-peak periods. Average annual daily traffic volumes were also available.

Field reviews resulted in a general finding that the provision of signal progression along McLoughlin provided the best opportunity for improved operational efficiency and resultant fuel conservation. Other localized minor improvements at individual intersections have also been identified and should be considered in future improvement programs although they are not discussed in this report.

An analysis of fuel consumption was made for existing operations and for an improved progressive system. The calculations were based on the April 1981 FHWA report "A Method for Estimating Fuel Consumption and Vehicle Emissions on Urban Arterials and Networks". To develop an average speed through the improved system which is needed for basic fuel calculations, the computer model PASSER II was used.

RESULTS

Improving the existing 10 intersections on the 4 1/4 mile section of McLoughlin Blvd. by providing traffic progression through signal coordination would result in annual fuel savings of 191,000 gallon per year (8.8% reduction). With an average cost of $1.35 per gallon. motorists on McLoughlin Blvd. would save $258,000 per year.

To realize the savings described, the traffic signal must be coordinated. Interconnection of the individual intersections by wire has been the traditional method of permitting coordination. Recently coordination is also being achieved through the use of time based coordinators which are electronic devices with precise time clock capability. These devices can be installed at individual intersections and accurately maintain the green time relationship between intersections. The model 170 signal controller now used for most new signal installations in Oregon is capable of providing time base coordination without additional equipment.

Preliminary cost estimates were prepared for three alternative system improvements to the 10 intersections.

System I - Traffic Responsive Control	
Master controller, traffic sampling network, interconnect circuit, local controller replacement	$400,000
System II - Time-of-Day Control	
Mater controller, interconnect circuit, local controller replacement	$370,000
System III - Time Base Coordination Control	
Local controller replacement	$230,000

The relative merits of each of these systems for the traffic conditions existing on McLoughlin Blvd. were not evaluated in detail for this report. Some additional traffic operational benefits could be expected from the more costly systems but these benefits would be relatively minor compared to the basic benefit of coordination provided with all systems. There are also other expected benefits including time savings, improvement in accident experience, and reduced vehicle emissions which were not evaluated in this report.

As a final statement, this study quantifies the major fuel savings (191,000 gals/yr) potential of a modest signal improvement and also shows the major economic incentives for advancing such improvements. Annual fuel savings alone ($258,000) exceed the total estimated improvement cost for a minimum system ($230,000).

1983 Milwaukie-Oregon City 9708
Sec., Pacific Hwy. E. (McLoughlin
Blvd.) (Draft Env. I. S.) #3

1-15-82

McLOUGHLIN BOULEVARD

DRAFT ENVIRONMENTAL IMPACT STATEMENT

UNION - GRAND VIADUCT — S.E. RIVER ROAD
OREGON DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

IX-26(20)

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Pacific Highway, East
Union-Grand Viaduct to S.E. River Road
Multnomah and Clackamas Counties

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Submitted pursuant to 42 U.S.C. 4332 (2)(c) and
23 U.S.C. 128(a).

Federal Highway Administration
and
Oregon Department of Transportation

1-15-82
Date

E J Valach
Federal Highway Administration Official

1-15-82
Date

ES Hunter
E. S. Hunter, Assistant State Highway Engineer

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Abstract: Steadily increasing traffic volumes on the highway have led to extreme congestion and diversion of traffic to neighborhood streets. The project proposes to increase capacity by widening the roadway and by promoting an increase in transit and carpool use. The Build Alternatives will result in reduction of traffic in neighborhoods and improved service levels. Temporary impacts during construction include high noise levels, air pollution, loss of vegetation, and out of direction travel. Permanent impacts include a small loss of wetlands, slightly higher noise levels, right-of-way acquisition--2 residences, and 17 to 19 businesses depending on the alternative and option, minimal acquisition from the grounds of an historic property, and removal of public parking alongside Westmoreland Park.

SUMMARY

1. Description of the Project:

   This project would widen a section of McLoughlin Boulevard, U.S. 99E, in Multnomah and Clackamas Counties, Oregon. The purpose of the project is to increase the capacity of the corridor to provide to growing trip demand by adding additional lanes and encouraging a change of travel mode to transit and carpools. An additional goals is to remove through traffic from neighborhood streets. The 4.41 mile section runs from the Union-Grand Viaduct to S.E. River Road.

2. Major Alternatives Considered:

   Three build alternatives and the No-Build Alternative are being considered. Alternative 1 would widen the roadway to 6 mixed traffic lanes plus two bus-carpool (HOV) lanes south of Harold Street and one reversible HOV lane north of Harold Street. Bus stations would be in the center of the roadway. Alternative 2 would have the same lane configuration, but only carpools would operate in the HOV lane. Buses would operate in the outside lanes. Alternative 3 would have 6 mixed lanes south of Harold Street and an additional reversible HOV lane north of Harold Street. This alternative has sufficient width to be restriped to the same configuration as Alternative 2. All alternatives are designed to be convertible to light rail transit. An overcrossing structure is offered as an optional treatment of the Tacoma Street and McLoughlin Boulevard intersection.

3. Summary of Significant Environmental Impacts:

   Construction of one of the build alternatives would result in the expenditure of funds: an estimated $23.4 million for Alternative 1, $21.9 million for Alternative 2, and $21.3 for Alternative 3. The Tacoma Overcrossing would cost an additional $6.6 million.

   The project would improve service levels on McLoughlin through the year 2000.

   Right-of-way required would displace 18 businesses and 2 residences with Alternative 1 and 17 businesses and 2 residences with Alternatives 2 and 3. The Tacoma Overcrossing would displace an additional business.

   A small amount of lawn area would be removed from an historic property. The historic value will not be affected.

   A small amount of wetlands would be displaced. Some street trees would be removed: 15 of the 83 sequoia trees with all build alternatives; 4 oaks with Alternative 1 only; 45, 51 and 50 small, young maple trees with Alternatives 1, 2, and 3 respectively; and 32 (Alternative 1) and 42 Alternatives 2 and 3) cottonwoods and others. The Tacoma Overcrossing would remove 20 additional trees (not formal landscape trees).

Through traffic would be reduced on 17th and Milwaukie Avenues and other neighborhood streets. Capacity would be improved, providing an acceptable level of service until the year 2000.

Noise impacts would occur with all three alternatives. One noise barrier is proposed that will mitigate impacts at 24 residences.

4. Areas of Controversy:

There is concern about traffic in the neighborhoods particularly the Sellwood-Westmoreland Neighborhood. There is strong public support for preserving the street trees. There is controversy over which mode of transportation should be emphasized and when. There is public support for light rail as soon as possible as well as support for a freeway concept with no at-grade crossings.

5. Other Significant Federal Actions:

There are two Federal actions planned north and south of McLoughlin Boulevard. To the north, the East Marquam Ramps project, which is approved will connect U.S. 99E to I-5 at the northern terminus of this project. South of the project, a Transportation Systems Management Project on South McLoughlin will improve signal sequencing and make minor improvements to intersections improving the flow.

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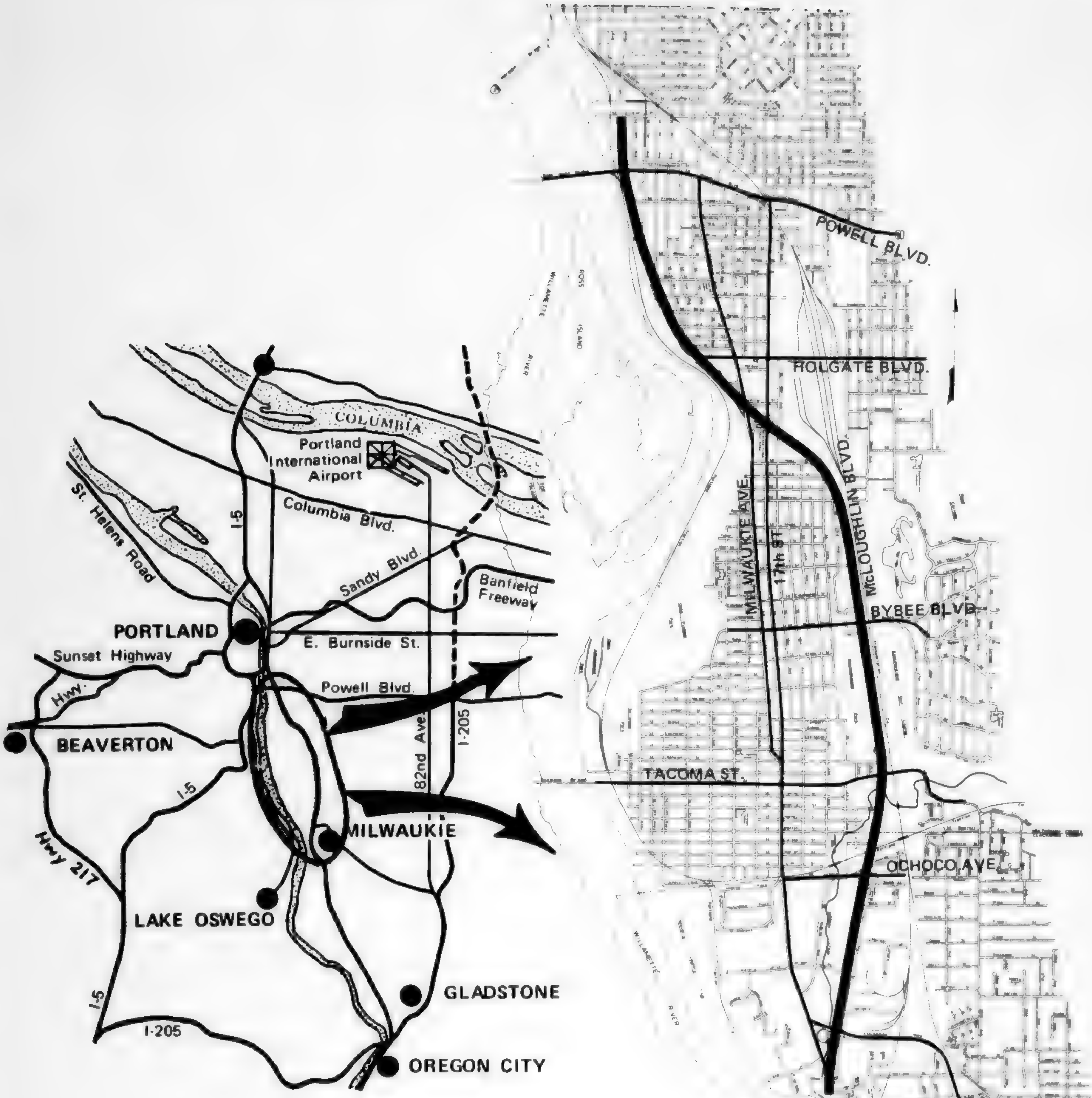
FIGURE 1
PROJECT LOCATION


COLUMBIA
Portland International Airport
I-5
St. Helens Road
Columbia Blvd.
Sandy Blvd.
Banfield Freeway
PORTLAND
E. Burnside St.
Sunset Highway
Hwy
Powell Blvd.
82nd Ave
I-205
BEAVERTON
I-5
MILWAUKIE
Hwy 217
LAKE OSWEGO
GLADSTONE
I-5
I-205
OREGON CITY
POWELL BLVD.
HOLGATE BLVD.
ROSS ISLAND
WILLAMETTE RIVER
MILWAUKIE AVE.
17th ST.
McLOUGHLIN BLVD.
BYBEE BLVD.
TACOMA ST.
OCHOCO AVE.
CLACKAMAS HWY.

PURPOSE AND NEED

GENERAL SETTING

The project area is located in southeast Portland, Oregon, and lies within two counties, Multnomah and Clackamas. The area is urban, with older, established neighborhoods, and industrial and commercial areas along the route. McLoughlin Boulevard (Route 99E), the oldest four lane highway in the state, is a tree lined boulevard for much of its length. While it has steady traffic flow throughout the day, its function as the major transportation corridor between Portland and surburban communities of Milwaukie, Gladstone, and Oregon City leads to extreme congestion during the morning and evening rush hours. See Figure 1.

PURPOSE

The purpose of the proposed project is to increase the capacity of 4.41 miles of the McLoughlin Boulevard corridor. This would be accomplished by increasing the number of travel lanes and by encouraging a change in travel mode from private vehicles carrying a single passenger to public transit and carpools. By increasing the capacity of McLoughlin Boulevard, the use of neighborhood streets by through traffic will be reduced.

NEED

Existing Roadway Conditions

The existing roadway has four lanes between the Clackamas Highway and Harold Street, six lanes between Harold Street and the Ross Island Bridge, and four lanes across the Union-Grand Viaduct. A narrow, raised concrete median runs most of the length of the section, preventing left turns. The exception is between Ochoco Street and Tacoma Street, where a turning median allows access to businesses. There is also a four lane southbound section between Holgate Avenue and the off-ramp to Milwaukie Avenue.

The existing roadway frequently experiences extreme congestion during morning and evening peak hours. Traffic is frequently backed up for as much as a mile behind the Tacoma Street intersection.

Between the Ross Island Bridge and the Clackamas Expressway, average weekday volume varies from 66,400 on the north end of the project to 42,700 on the south end. Peak traffic volumes occur in the northbound lanes in the morning and in the southbound lanes in the late afternoon.

The level of service* on the existing roadway is "D" at most intersections, except Tacoma which operates at an "F" level of service. Traffic

---

*Level of Service is a measure of the stability and speed of traffic flow on a given section of highway. Definitions of the various levels of service are given in Appendix A. Reference to Appendix A is necessary for a thorough understanding of this discussion.

projections indicate that by the year 2000 an "F" level of service can be expected at all but one intersection. Table 1 shows existing volumes, peak hour volume and level of service for various segments of the roadway.

The two parallel north-south neighborhood collector streets which carry excess McLoughlin through-traffic are Milwaukie Boulevard and S.E. 17th Avenue. These streets merge and become S.E. River Road in the southern half of the project area. Tacoma Street is a major east-west arterial, connecting southeast and southwest Portland via the Sellwood Bridge. Table 2 shows the average daily traffic, peak hour volume, and the level of service for these arterials.

From Table 2 it is evident that traffic service at the Tacoma-17th Avenue intersection is poor. Some of the traffic passing through this intersection is a result of the poor operation on McLoughlin Boulevard, which encourages traffic to use this route. Through traffic is also using Milwaukie Avenue to gain access to Powell Boulevard during the morning and evening peak hours. This volume was calculated to be about 200 trips during the evening peak hour.

Currently, the Tacoma/McLoughlin Boulevard intersection is the constraint to a reasonable level of service along the entire length of McLoughlin Boulevard. The result is a diversion of traffic from McLoughlin Boulevard to neighborhood collector streets in the corridor, particulary 17th Avenue. The McLoughlin-Tacoma intersection was therefore studied to determine the traffic effects of improving this one intersection. Studies demonstrated that the Tacoma Street signal acts as a meter, regulating the flow of traffic so that other intersections operate at a reasonable level of service. If the Tacoma intersection were relieved, the congestion problem would shift to another intersection and result in the same traffic problems along the rest of the corridor. A solution which treats the whole section was determined to be necessary. For the same reasons, it was also necessary to develop a solution which balances the traffic movement in the project section with the sections on either end of the project.

Existing Transit Conditions

Bus ridership in the McLoughlin corridor is approximately 6,000 person trips at the existing levels of transit service. Traffic forecasts indicate that approximately 30,000 person trips* would need to be accommodated by public transit by the year 2000 in order to maintain satisfactory traffic service in this corridor. Most of the existing bus patrons travel during peak hours. A total of 500 transit bus trips* are made in the McLoughlin corridor on a daily basis with 190 trips made on McLoughlin Boulevard (the rest are on neighborhood streets). Of these, 442 trips (80 percent) have origins or destinations to the Portland transit mall (downtown), while the remaining trips remain on the eastside of the river.

---

*Person trips refers to a trip made by an individual while transit bus trip refers to a trip by the bus itself. Therefore, one transit bus trip might accommodate many person trips.

TABLE 1

EXISTING TRAFFIC VOLUMES, EXISTING PEAK HOUR VOLUME, AND LEVEL OF SERVICE

McLoughlin Boulevard

	Average Weekday Traffic	No. of Lanes By Direction	AM Northbound		PM Southbound	
			Volume	Level of Service	Volume	Level of Service
Union and Grand Avenues to	53,100	4	2,660	D	3,100	D
Union-Grand Viaduct to	53,100	2	2,660	D	3,100	D
Ross Island Bridge to	66,400	3	3,500	D	3,800	D
S.E. Holgate to	43,900	3*	2,900	D	2,750	D-E
S.E. 17th to	44,800	3	2,600	D	2,000	E
S.E. Reedway to	44,800	2	2,600	C	2,000	F
S.E. Tacoma to	44,900	2	2,500	F	2,300	E
S.E. Ochoco to	42,700	2	2,500	D	2,000	E
Clackamas Expressway to	24,300	2	2,000	D	1,300	D
S.E. River Rd./17th to	37,300	2	2,700	D	1,600	D
S.E. Harrison						

*4 lanes southbound between Holgate and the Milwaukie Avenue exit.

TABLE 2

EXISTING AVERAGE DAILY TRAFFIC, PEAK HOUR VOLUME & L.O.S.
City Streets

Southeast 17th Avenue

		AM Northbound		PM Southbound	
Section	AWD	Vol.	L.O.S.	Vol.	L.O.S.
Holgate			D		D
to	7,900	350		325	
McLoughlin			D		D
to	8,200	450		580	
Bybee			D		D
to	7,300	270		470	
Milwaukie Blvd.			D		D
to	13,550	550		780	
Tacoma			F		F
to	19,700	1,010		1,060	
Ochoco			C		C
to	19,000	1,000		1,050	
Clackamas Expressway			C		C
to	11,100	620		550	
McLoughlin Boulevard			C		C

S.E. Milwaukie Avenue

		AM Northbound		PM Southbound	
Section	AWD	Vol.	L.O.S.	Vol.	L.O.S.
S.E. Powell			D		D
to	10,800	760		510	
S.E. Holgate			D		D
to	9,300	575		500	
S.E. McLoughlin			D		D
to	12,400	610		720	
S.E. Bybee			D		D
to	6,250	280		310	
S.E. 17th Avenue			D		E

S.E. Tacoma Street

		AM Northbound		PM Southbound	
Section	AWD	Vol.	L.O.S.	Vol.	L.O.S.
S.E. 32nd Avenue			-		-
to	13,900	770		630	
S.E. McLoughlin			F		F
to	8,250	230		400	
S.E. 17th Avenue			F		F
to	24,900	1,090		1,080	
Sellwood Bridge			-		-

Origin-destination studies indicate that over twice as many work trips are made to the northeast as to the downtown. These patterns are not reflected in the transit ridership because the existing system provides poor connections for those bound for the northeast. In order to use transit, those making McLoughlin corridor trips with eastside destinations north of the Hawthorne Bridge must make a transfer downtown. This requires out-of-direction travel across the Willamette River and an unnecessary trip up or down the Mall. Five peak hour, peak direction buses of the Oregon City/Swan Island (#70) route remain on the east side, 54 buses in each direction on a daily basis.

The service network as it exists is the result of routes gradually added on over time and lacks the potential effectiveness of a systematic introduction of improvements based on a coordinated service plan. Additionally, buses face the same congestion on McLoughlin Boulevard as does auto traffic because there are no exclusive or priority transit facilities. Buses on McLoughlin Boulevard currently travel in mixed traffic lanes. Bus stops are located along McLoughlin Boulevard at 17th Avenue, Harold Street, Nehalem Street, Tacoma Street, Ochoco Avenue and Milport Road.

Future Public Transit Service

A substantial portion (30%) of the future increase in demand is expected to be met by public transit. Although the ultimate mode of transit for this corridor has not yet been determined, a 5-year transit development program to create a major upgrading of service in this corridor is underway.

Conceptual plans for future transit service include:

1. Increased emphasis on north-south crosstown service with possible introduction of new crosstown service on Union/Grand that would continue through to Milwaukie.

2. Improved capacity using articulated buses on the 33-Oregon City via McLoughlin Boulevard trunkline.

3. Possible addition of direct no-transfer service between Clackamas Town Center and Downtown via McLoughlin Bouelvard.

4. A possible crosstown link between Milwaukie and Burlingame via the Sellwood Bridge, perhaps originating at Clackamas Town Center.

See the Affected Environment Chapter for a more in depth discussion of these proposals.

Safety

The reported accidents and calculated accident rates for the McLoughlin Boulevard section from Union-Grand couplet to S.E. River Road during the period January 1, 1977, through December 31, 1979, have been tabulated by sections and are shown in Table 3. During this period, 444 total accidents have occurred in the 4.41 mile section of roadway. Of these 444 accidents,

TABLE 3

REPORTED ACCIDENTS AND ACCIDENT RATES 1977-78-79
McLoughlin Boulevard

Section	Reported Accidents	Acc. Rate	Rear-End	Turn.	Other	Fatal
Union/Grand						
	24	1.26	52%	0	48%	1
Ross Island Bridge						
to	174	1.86	48%	19%	33%	4
S.E. Reedway						
to	81	1.51	40%	15%	45%	2
S.E. Tacoma						
to	78	4.04	60%	23%	17%	0
S.E. Ochoco						
to	87	2.51	45%	7%	48%	0
S.E. River Rd./17th						
TOTAL	444					

186 involved injuries, with seven fatalities reported in this three year period. The overall accident rate for this section of roadway is 2.05 per million vehicle miles. This compares favorably to similar types of roadway in urban areas statewide which have a rate of 5.22 accidents per million vehicle miles of travel.

Of the reported accidents along this section of roadway, 190 (43 percent) occurred at the five major intersections. The Tacoma Street intersection recorded the highest number (52) with 17th Street and Holgate reporting 43 and 41 accidents, respectively. Most of these accidents involved rear-end collisions. However, over half the accidents at 17th Street involved turning movements. The high number of turning movement accidents at 17th Street is influenced by the high traffic volume on 17th and the unprotected left turn at this intersection.

A high number of rear-end type accident occurred out of the intersection areas. Most of these are directly associated with the congestion and back-up that extends out of the intersection area. The perceived free flow conditions between intersections and high speed are the major factors influencing many of these accidents.

The 444 total reported accidents on McLoughlin Boulevard from the Union-Grand couplet to S.E. River Road resulted in an average annual cost to the traveling public of $1,118,000.

ALTERNATIVES

ALTERNATIVE DEVELOPMENT

History

In 1973 a project was initiated by the Oregon Department of Transportation (ODOT) to increase the capacity of McLoughlin Boulevard by adding additional travel lanes. The project was halted when public response indicated a need for additional planning that would take into consideration transit and environmental impacts. METRO (Metropolitan Service District) undertook the coordination of a study to determine the effectiveness of possible options. The study group included representation of all relevant governmental jurisdictions, including representatives from Multnomah and Clackamas Counties, the Cities of Portland and Milwaukie, Tri-Met (transit service), and the Oregon Department of Transportation.

The study group selected for advancement an option which included two additional travel lanes and a transit priority lane in the form of a reversible lane for transit and carpools. The option was forwarded to ODOT for further development and in depth analysis.

Goals and Design Constraints

A Technical Advisory Committee (TAC) made up of representatives of the various involved agencies as well as technical personnel from ODOT was formed. At the same time a Citizens Advisory Committee (CAC) was formed, made up of representatives of neighborhood groups in the affected area and other interested parties. Goals and design criteria were developed through the interaction of the TAC and CAC. Several alternatives were explored, including some previously discarded by METRO, and some proposed by the public. The alternatives resulting from this process and advanced in this document include a No-Build Alternative, three Build Alternatives, and a Design Option for the Tacoma Street Intersection. The goals established for the project by the TAC, CAC, and METRO are:

1. Relieve traffic congestion on McLoughlin Boulevard.
2. Remove through traffic from the neighborhoods.
3. Increase transit use, with a goal of 30% of the person trips generated in the corridor using transit by 2000.
4. Allow for possible future conversion to light rail.

In addition to the goals, several constraints which govern the design of the project build alternatives were identified. They are:

1. Preserve, where possible, the sequoia trees south of Ochoco Street and the large oak and maple trees north of Tacoma Street.

2. Plan no major roadway widening between Reedway and Powell Boulevard because of right-of-way restrictions.

3. Utilize the existing grade and alignment of McLoughlin Boulevard and do not add new access points.

4. Mass transit and High Occupancy Vehicle (HOV) traffic will be given priority design consideration over left turn movements from McLoughlin Boulevard.

5. The project design should complement the transportation systems management project on McLoughlin Boulevard south of Milwaukie and the East Marquam Bridge Ramps project north of Powell Boulevard.

6. The total cost of the project must not exceed the funding approved by METRO, March 1980.

7. Park or public recreational lands will not be used unless there is no feasible and prudent alternative.

8. The Milwaukie Avenue overcrossing structure will not be widened. A minimum of work will be done on other structures.

9. Minimum American Association of State Highway and Transportation Officials (AASHTO) Design Standards will be met.

Other Alternatives Considered

METRO Study - The Metro Study* identified and evaluated nine systems alternatives which were divided into four improvement categories.

1. No Improvements

    1a. No-Build Alternative

2. Highway Improvements

    2a. TSM (traffic management techniques and major intersection improvements) Alternative
    2b. Add Two Mixed Traffic Lanes (one in each direction) Alternative

3. Transit/High Occupancy Vehicle (HOV) Improvements

    3a. Add a Reversible Lane for Buses Alternative
    3b. Add a Reversible Lane for Buses and High Occupancy Vehicles Alternative
    3c. Transit Only (hypothetical maximum transit improvements e.g., Light Rail Alternative)

---

*Systems Planning Report: McLoughlin Boulevard, Staff Report No. 61, Metropolitan Service District, December 6, 1979.

4. Multi-Modal Combination Improvements
    - 4a. Add Two Reversible Lanes for Mixed-Traffic and High Occupancy Vehicles Alternative
    - 4b. Add Two Mixed Traffic Lanes and a Reversible Lane for Buses Alternative
    - 4c. Add Two Mixed Traffic Lanes and a Reversible Lane for Buses and High Occupancy Vehicle Alternative

Excess travel demand, expressed in person trips, was used as an "improvement standard" to evaluate the effectiveness of each alternative. The alternatives were ranked by percentage of excess trip demand they were able to accommodate. The alternatives were ranked as follows:

1. No Improvements
    - 1a. No Build Alternative - 0%
2. Highway Improvements
    - 2a. TSM - 4%
    - 2b. Two Mixed Traffic Lanes - 41%
3. Transit/High Occupancy Vehicle (HOV) Improvements
    - 3a. Reversible Lane for Buses - 15%
    - 3b. Reversible lane for Buses and HOV's - 52%
    - 3c. Transit Only (Light Rail) - 28%
4. Multi-Modal Combination Improvements
    - 4a. Two Reversible Lanes (One HOV) - 94%
    - 4b. Two Mixed Traffic Lanes and One Reversible Bus Lane - 55%
    - 4c. Two Mixed Traffic Lanes and One Reversible for Buses and HOV's - 95%

Alternative 4c, being the most effective by the excess travel demand criterion, was forwarded to ODOT for further development.

ODOT Alternatives Development. The TAC re-examined the basic concept forwarded by METRO and developed three build alternatives (described in the following section). The concept underwent some alteration after further analysis. Except on the northern end of the project where right-of-way is very limited, the reversible lane concept was abandoned and two lanes were proposed instead. The need to preserve the trees influenced this decision in that the only available space for expansion placed the trees in the median area. If a single reversible lane were constructed on one side of the median, this lane would be operating against the dominant flow of traffic for half the day, creating a probable safety hazard. Since sufficient space is available to construct two HOV lanes south of Harold Street, all three designs incorporate this pattern. This pattern is also more physically convertible to light rail between Harold and Ochoco Streets in that it clearly establishes the right-of-way necessary to accomplish such a conversion.

A Traffic Systems Management (TSM) alternative was also examined. TSM alternatives include such techniques as minor lane improvements at intersections, signal sequence alteration, and ramp metering. TSM improvements are characterized by low cost relative to major construction alternatives. No combination of TSM techniques was found which could meet the project goals, although traffic service at specific intersections could be improved for 5 to 10 year periods. Although a TSM alternative did not warrant advancement as a project alternative, some of the techniques may be utilized prior to construction, if a build alternative is selected, to ease the traffic situation during the interim period.

The CAC requested consideration of an alternative which would include an overcrossing at Tacoma Street and frontage roads from Tacoma Street to the Clackamas Highway creating a partial freeway effect between S.E. River Road and Harold Street. This design could provide a good level of service within the limits of the section. However, the section would not be compatible with roadway sections on either end of the project, resulting in poor flow patterns and higher accident rates as free flowing traffic encounters signals at either end of the section. This alternative also had higher costs and required additional right-of-way. For these reasons, it was dismissed.

ALTERNATIVES ADVANCED

No-Build Alternative

Environmental regulations require the consideration of the No-Build Alternative as a basis of comparison in determining the effectiveness of the Build Alternatives. Under the No-Build Alternative, no physical changes would be made to the route other than routine maintenance. See Figures 2 and 2A through 2G.

Build Alternatives

Alternative 1 - Transit Priority Alternative: Alternative 1 would widen 2.8 miles of the 4.41 mile project to add two mixed traffic lanes and carpool/busway lanes. The carpool/busway would occupy two lanes between Ochoco Street and S.E. Harold Street and be one reversible lane between S.E. Harold Street and Powell Boulevard. Transit stations would be in the center of the roadway on raised islands at the S.E. Harold Street, S.E. Bybee Boulevard, and S.E. Tacoma Street intersections.

Of the build alternatives, Alternative 1 is the one specifically designed to provide priority treatment for public transit. The design attempts to improve travel time for buses by separating them from mixed traffic lanes and eliminating the necessity of leaving and entering the main flow of traffic as is necessary with bus turnouts at the side of the street. See Figures 3 and 3A through 3G.

Other features of this alternative are:

-- Cost: $23.4 million.

-- Lane widths: travel lanes -- 12 feet
shoulders -- 8 feet
carpool/busway -- 12 feet
(where reversible) -- 14 feet

-- Reversible lane would operate in the peak direction only during the daylight hours of peak periods. Traffic would be prohibited from using this lane at all other times.

-- Elevators could be constructed at Bybee to provide access for the handicapped. If the Tacoma Overcrossing option is constructed, elevators could be provided there also.

-- Existing facilities which would be changed:

Bybee--Existing structure would be raised to meet clearance standards. Exits would be revised.

Union-Grand Viaduct--Would be widened to 6 lanes. The northbound exit ramp to Taggart Street will be closed and replaced by access to Woodward Street and 6th Avenue. The widening would be partially funded by the East Marquam Bridge Ramps project.

Signaled Access to Ross Island Sand and Gravel--The signal would be removed and northbound, left turn access would be eliminated.

Tacoma--The intersection would be revised. The existing intersection is one through lane in each direction with left and right turn refuges. The proposed intersection would have two through lanes, tapering to one. No left turns would be allowed. An additional signalized crossing, immediately south of Tacoma would provide access for vehicles which would have turned left.

Portland Traction Railroad Overcrossing--Would be rebuilt to widen the opening.

Ochoco Street--Moores Street access to McLoughlin would be closed. Left turns from McLoughlin would be prohibited. Left turn movements would be provided for by an off-ramp configuration that ties into an existing frontage road on the west.

On the east side of McLoughlin, S.E. Beta Street northbound access to McLoughlin would be retained. A new street connection between S.E. Beta and S.E. Stabb Street would be constructed. The connection crosses State Highway Division property (Region 1 headquarters).

Milport Road--Milport Road crossing would be closed, but access to McLoughlin Boulevard would be maintained.

Clackamas Highway Interchange--A lane would be added to the northbound McLoughlin ramp, and curvature would be reduced. The existing two lanes to River Road would be reduced to one lane to redirect traffic to McLoughlin. The McLoughlin to Clackamas Highway ramp would be expanded to two lanes.

River Road--A connection from McLoughlin Boulevard to River Road would be added opposite Pendleton Woolen Mills to eliminate the existing left turns from northbound McLoughlin to River Road. River Road, between McLoughlin and the new connection, would be made one-way south.

Main Street--Main Street will be moved to the east to accommodate widening of McLoughlin Boulevard. An improved access will be constructed opposite the new River Road connection.

Alternative 2 - High Occupancy Vehicle Lanes: Alternative 2 would widen the existing roadway to add two mixed traffic lanes and high occupancy vehicle (HOV) lanes. The HOV lanes would consist of two lanes between Ochoco Street and S.E. Harold Street and one reversible lane between S.E. Harold Street and Powell Boulevard. Buses would operate in mixed traffic and bus stations would be located on the side of the roadway.

Alternative 2 is designed to increase traffic capacity and create incentives for carpool use. It avoids establishing the center lanes as transit priority lanes in order to allow more future flexibility for locating a light rail system in the corridor if one becomes viable. See Figures 4 and 4A through 4G.

Other features of this alternative are:

-- Cost: $21.9 million.

-- Lane widths: travel lanes -- 12 feet
shoulders -- 8 feet
HOV -- 12 feet
(where reversible) -- 14 feet

-- Bus stations will be at the side. South of Ochoco, buses will operate on the frontage road.

-- Existing facilities which would be changed: Same as with Alternative 1 but having slightly different configurations.

-- Requires slightly less right-of-way than Alternative 1.

Alternative 3 - Open Options Alternative - Alternative 3 would provide a roadway width sufficient to accommodate a lane configuration similar to that of Alternative 2. Initially, the roadway would be striped for six mixed traffic lanes, providing sufficient capacity through the year 1991.

This alternative is designed to relieve the immediate capacity problems while preserving the option of adding either HOV lanes (as in Alternative 2) or light rail depending on the outcome of future studies and funding decisions. With this alternative, the roadway could be readily restriped to accommodate HOV lanes providing capacity which would be adequate to the year 2000. On the other hand, if light rail is determined to be viable for this corridor, the conversion could be accomplished without disturbing established travel patterns during the period of construction. Sufficient right-of-way would be reserved in the median to accomplish conversion without a major disruption to residential, commercial, or transportation patterns between Harold and Tacoma Streets. Like Alternatives 1 and 2, right-of-way would still need to be acquired north and south of this section. See Figures 5 and 5A through 5G.

Other features of this alternative are:

-- Cost: $21.3 million.

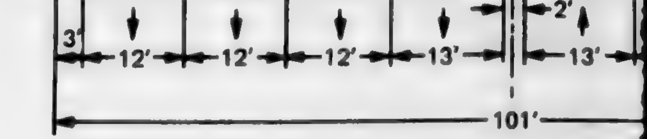
-- Lane Widths: travel lanes -- 12 feet
shoulders -- 8 feet (outside)
6 feet (inside)

-- Buses would operate in mixed traffic and stations would be on the side.

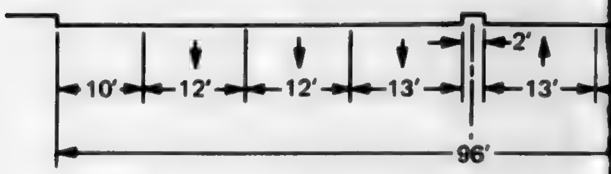
-- There would be an additional, reversible mixed traffic lane north of Harold (14 feet wide).

-- Existing facilities which would be improved: Same configuration as Alternative 2.

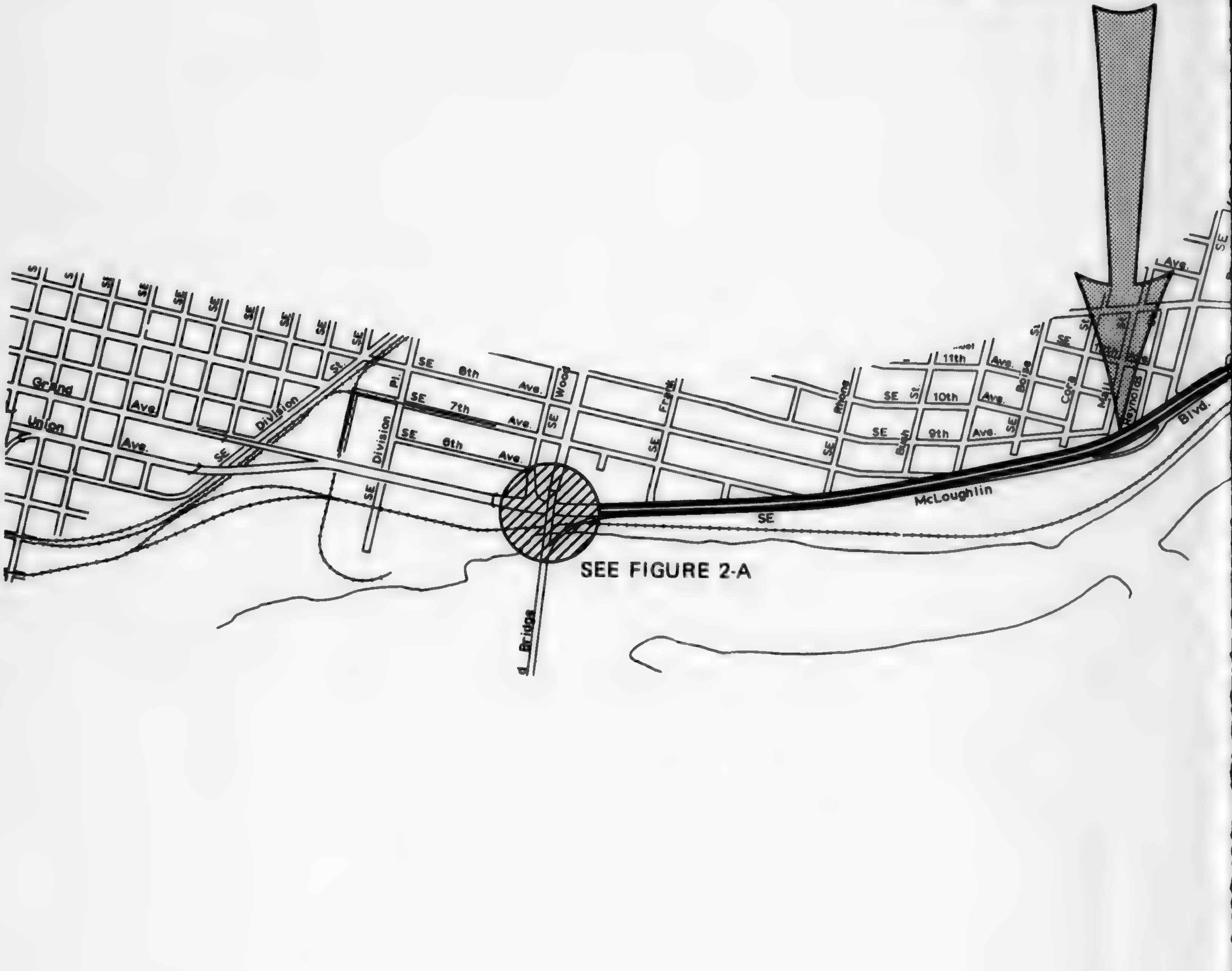
Tacoma Overcrossing Option: The overcrossing of McLoughlin Boulevard at Tacoma Street is an optional design treatment for this intersection which is now at grade. This option can be applied to any of the build alternatives. The configuration of the overcrossing is shown in Figure 6. Selection of this option would add $7.6 million to the cost of any of the three alternatives. The overcrossing would create a free traffic flow and eliminate congestion at this intersection. It would also provide an overcrossing of the Southern Pacific mainline railroad tracks.


3'
12'
12'
12'
13'
2'
13'
101'

4-LANE REEDWAY ST. - ROSS


10'
12'
12'
13'
2'
13'
96'

3-LANE REEDWAY ST. - ROSS


Grand Ave.
Union Ave.
SE Division St.
Division Pl.
SE Division
SE 8th Ave.
SE 7th Ave.
SE 6th Ave.
SE Wood
SE Frank
SE Rhone
SE 9th Ave.
SE 10th Ave.
11th Ave.
Bush
SE Boise St.
Cora
Nall
Reynolds
Ave.
SE McLoughlin Blvd.
Bridge
SEE FIGURE 2-A

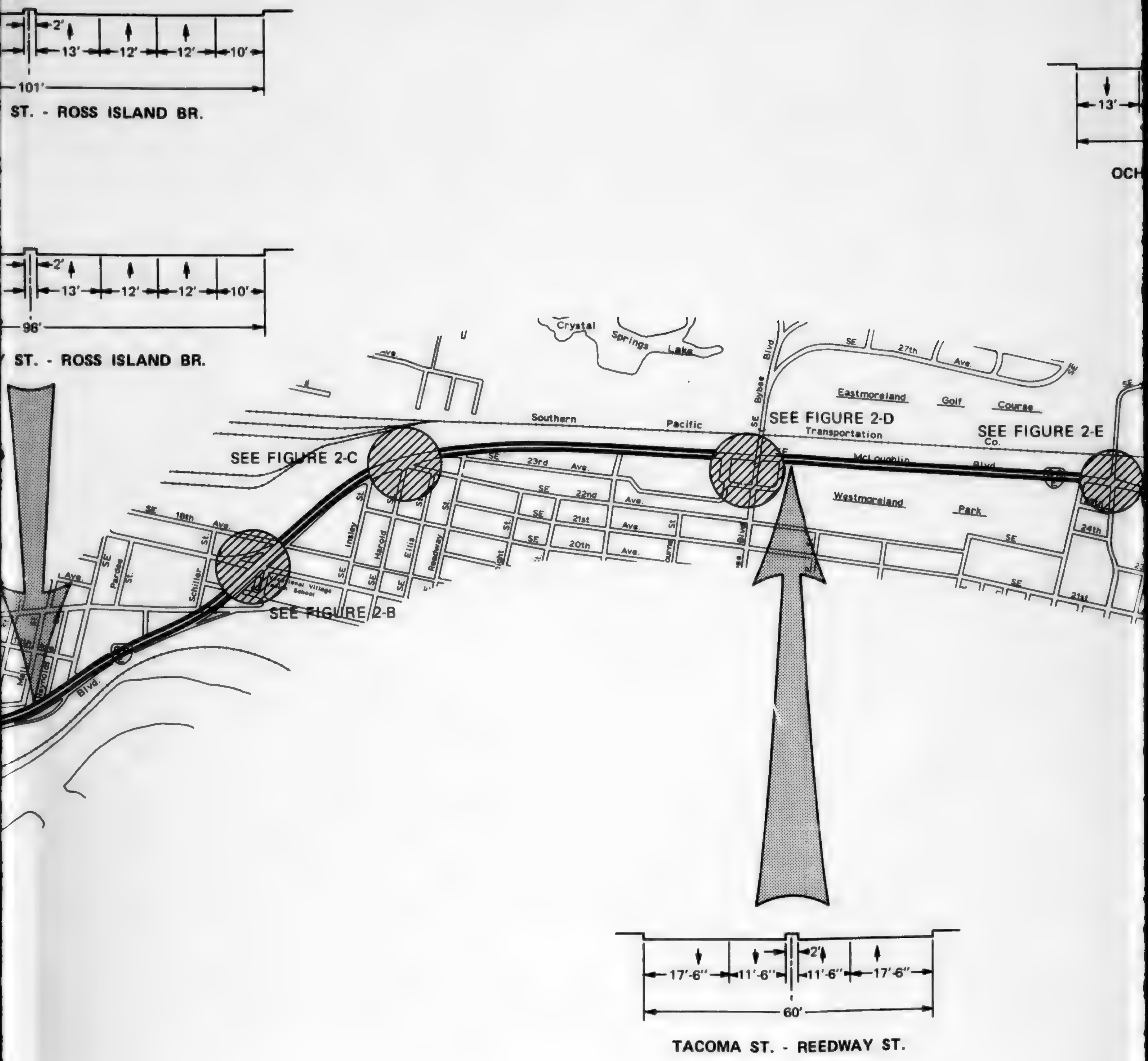

2'
13'
12'
12'
10'
101'
ST. - ROSS ISLAND BR.
2'
13'
12'
12'
10'
96'
ST. - ROSS ISLAND BR.
13'
OCH
Crystal Springs Lake
SE 27th Ave.
SE Bybee Blvd.
Eastmoreland Golf Course
Southern Pacific Transportation Co.
SEE FIGURE 2-C
SEE FIGURE 2-D
SEE FIGURE 2-E
SEE FIGURE 2-B
McLoughlin Blvd.
SE 23rd Ave.
SE 22nd Ave.
SE 21st Ave.
SE 20th Ave.
SE 19th Ave.
Westmoreland Park
Schiller St.
Insley St.
Harold St.
Ellis St.
Reedway St.
Pardee St.
Vocational Village School
Blvd.
24th
SE
21st
17'-6"
11'-6"
2'
11'-6"
17'-6"
60'
TACOMA ST. - REEDWAY ST.

FIGURE 2

NO - BUILD ALTERNATIVE

UNION - GRAND VIADUCT - S.E. RIVE
McLOUGHLIN BLVD.

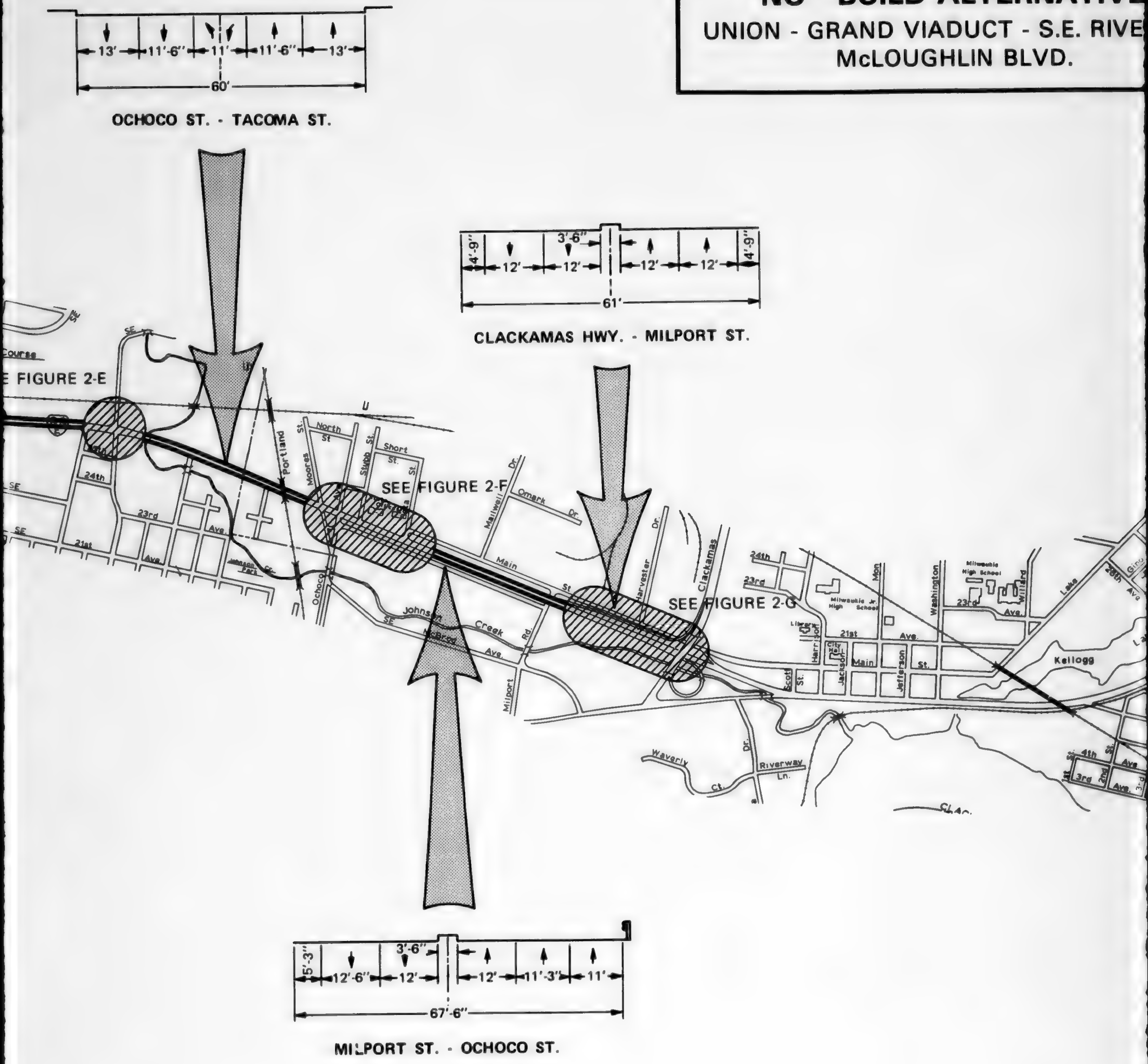

13'
11'-6"
11'
11'-6"
13'
60'
OCHOCO ST. - TACOMA ST.
3'-6"
4'-9"
12'
12'
12'
12'
4'-9"
61'
CLACKAMAS HWY. - MILPORT ST.
SEE FIGURE 2-E
SEE FIGURE 2-F
SEE FIGURE 2-G
Portland
Moores St.
North St
Stubb St.
Short St.
Main
Omark Dr.
Harvester Dr.
Clackamas
Johnson Creek
McBrod Ave.
Milport Rd.
Ochoco
23rd Ave.
21st Ave.
24th
Scott St.
Harrison
Jackson
Main
Jefferson St.
Washington
Monroe
Willard
Milwaukie High School
Milwaukie Jr. High School
Library
City Hall
Kellogg
Lake
Waverly Ct.
Riverway Ln.
3'-6"
5'-3"
12'-6"
12'
12'
11'-3"
11'
67'-6"
MILPORT ST. - OCHOCO ST.

FIGURE 2

NO - BUILD ALTERNATIVE

UNION - GRAND VIADUCT - S.E. RIVER RD.
McLOUGHLIN BLVD.

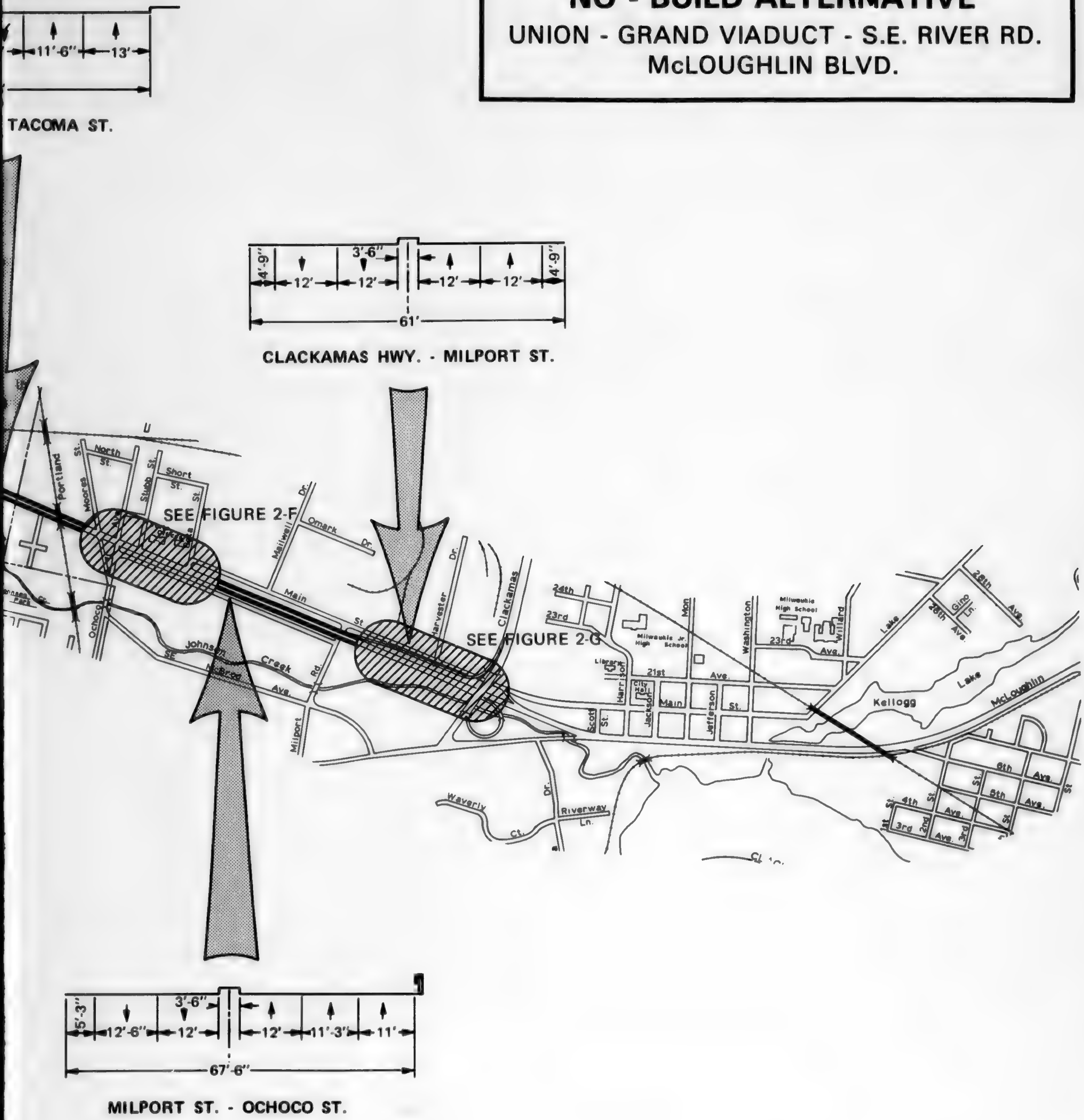

11'-6"
13'
TACOMA ST.
4'-9"
12'
3'-6"
12'
12'
12'
4'-9"
61'
CLACKAMAS HWY. - MILPORT ST.
SEE FIGURE 2-F
SEE FIGURE 2-G
North St.
Short St.
Stubb St.
Moores St.
Portland
Mailwell Dr.
Omark Dr.
Main St.
Ochoco
SE Johnson Creek
McBrod Ave.
Rd.
Milport
Harvester Dr.
Clackamas
24th
23rd
Library
Milwaukie Jr. High School
Harrison
City Hall
Jackson
Scott St.
21st Ave.
Main St.
Jefferson
Mon
Washington
Milwaukie High School
23rd Ave.
Willard
Lake
26th Ave.
Gino Ln.
28th Ave.
Kellogg
Lake
McLoughlin
Waverly Ct.
Dr.
Riverway Ln.
6th Ave.
5th Ave.
4th
Ave.
3rd
Ave.
1st St.
2nd
3rd
St.
St.
5'-3"
12'-6"
3'-6"
12'
12'
11'-3"
11'
67'-6"
MILPORT ST. - OCHOCO ST.

FIGURE 2-A

ROSS ISLAND BRIDGE - POWELL BLVD.

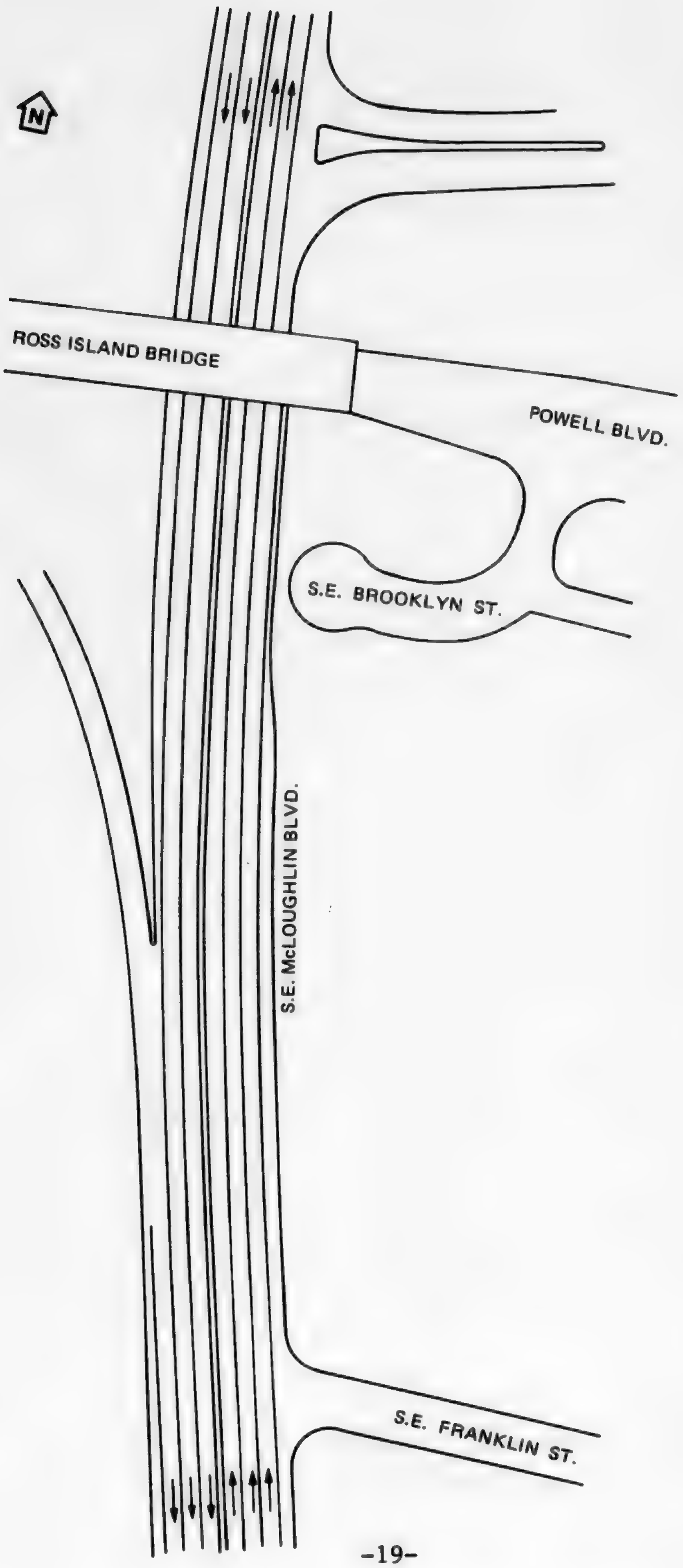

N
ROSS ISLAND BRIDGE
POWELL BLVD.
S.E. BROOKLYN ST.
S.E. McLOUGHLIN BLVD.
S.E. FRANKLIN ST.

FIGURE 2-B

S.E. 17TH AVE.

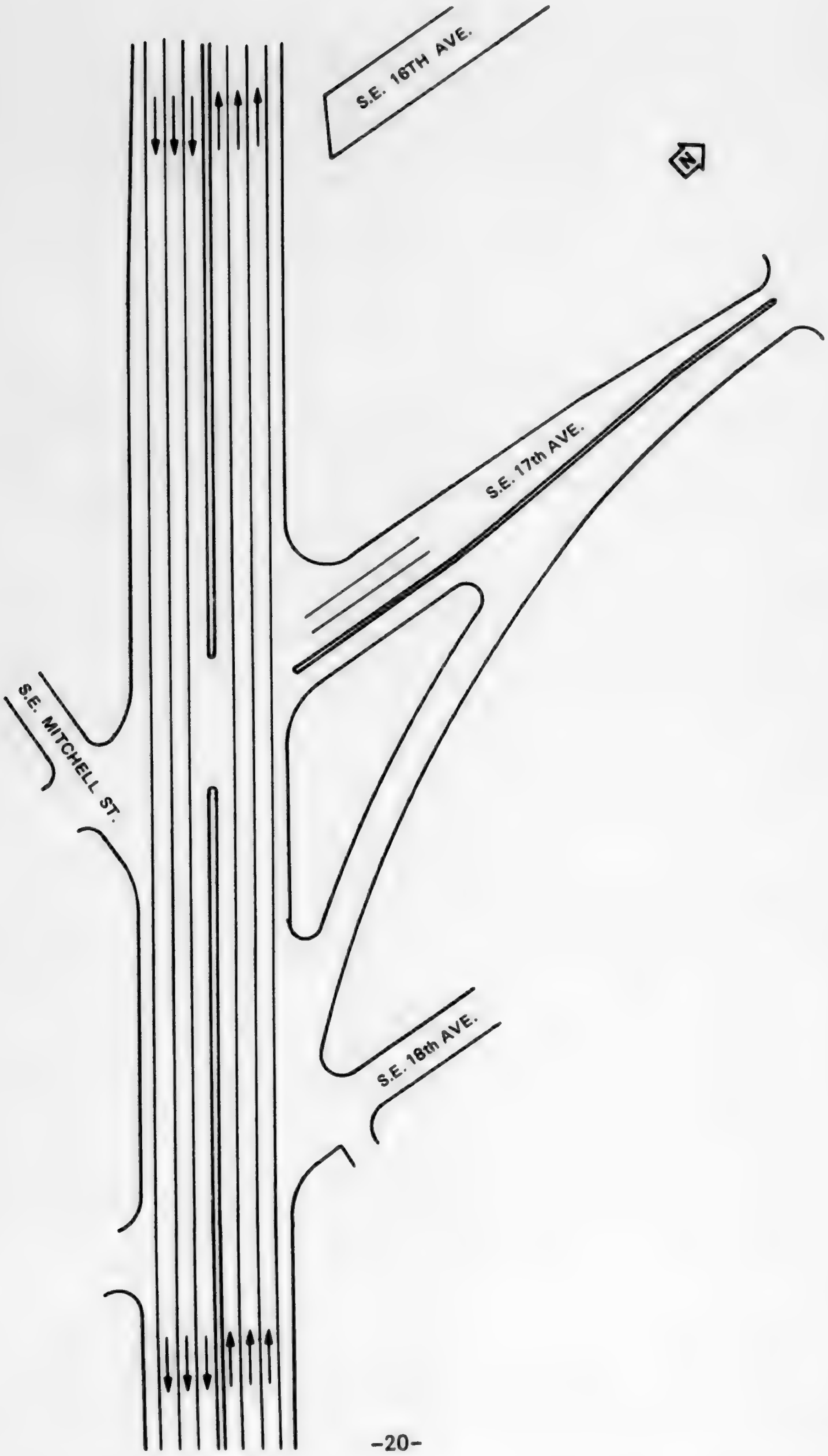

S.E. 16TH AVE.
N
S.E. 17th AVE.
S.E. MITCHELL ST.
S.E. 18th AVE.

FIGURE 2-C

S.E. HAROLD ST.

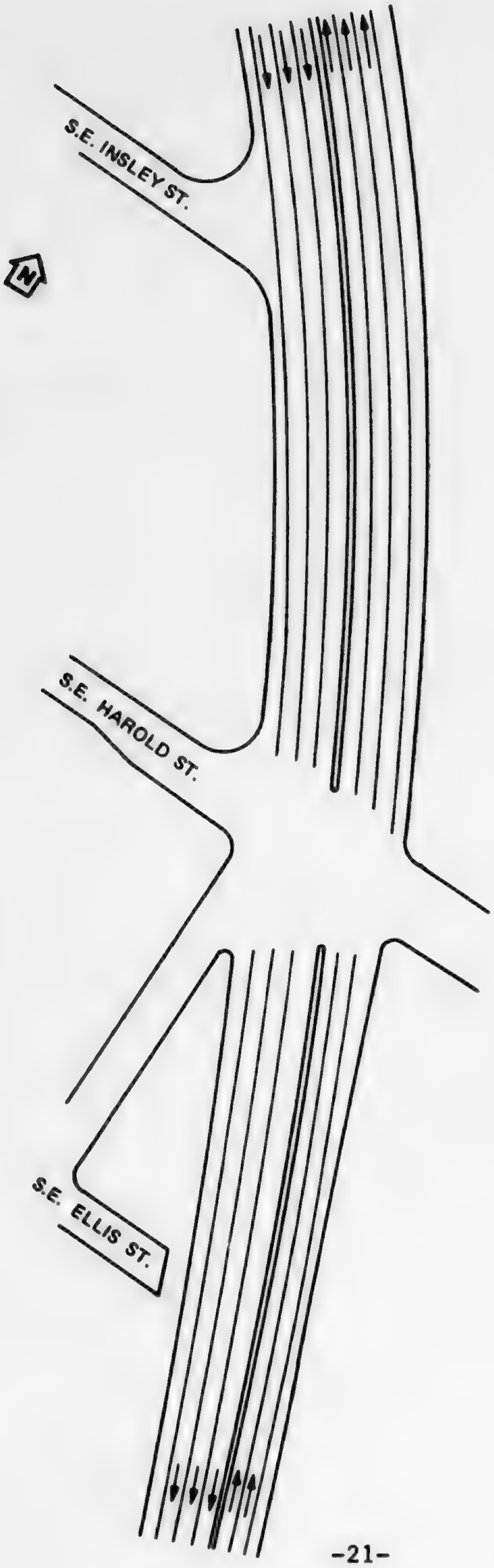

S.E. INSLEY ST.
N
S.E. HAROLD ST.
S.E. ELLIS ST.

FIGURE 2-D

S.E. BYBEE BLVD.

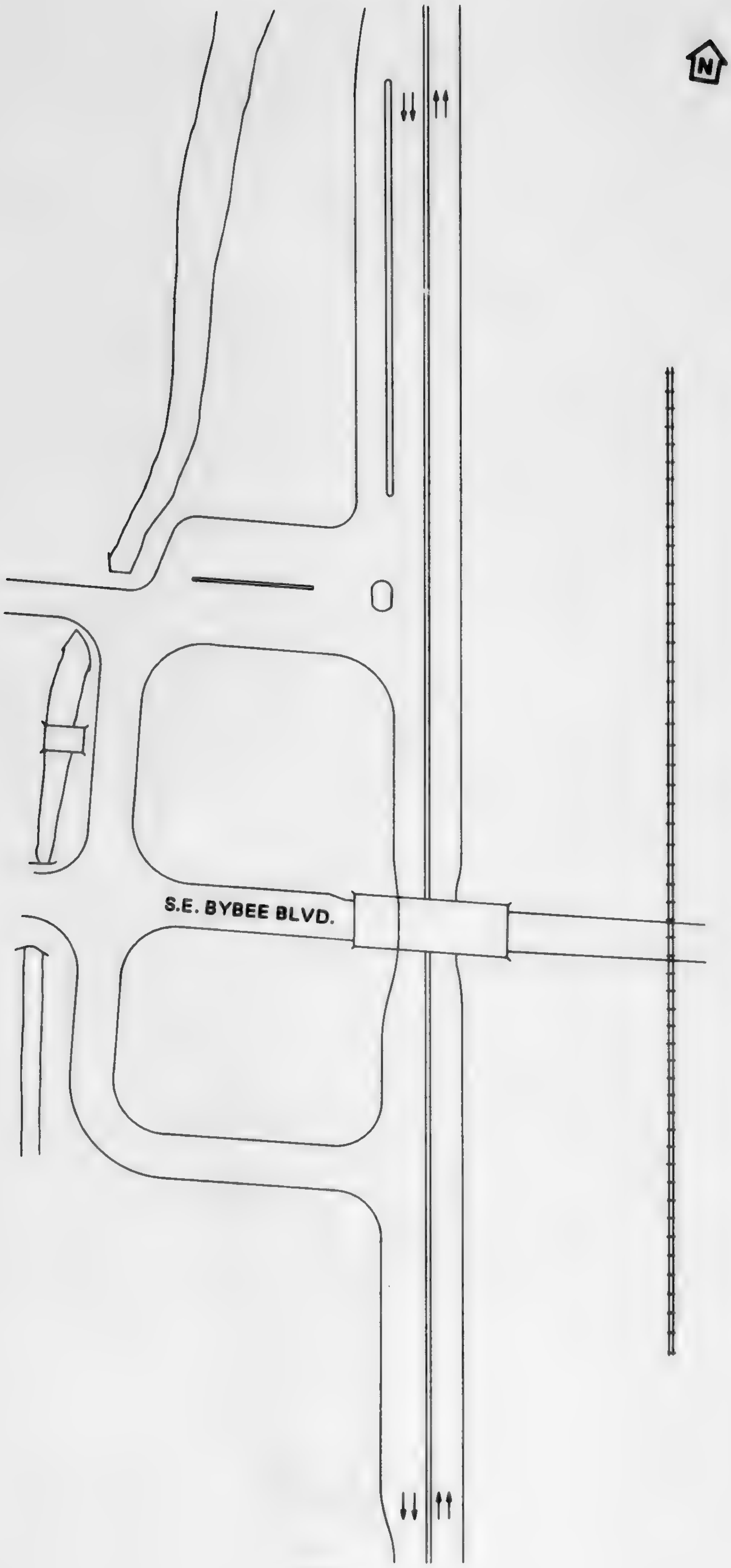

N
S.E. BYBEE BLVD.

FIGURE 2-E

S.E. TACOMA BLVD.

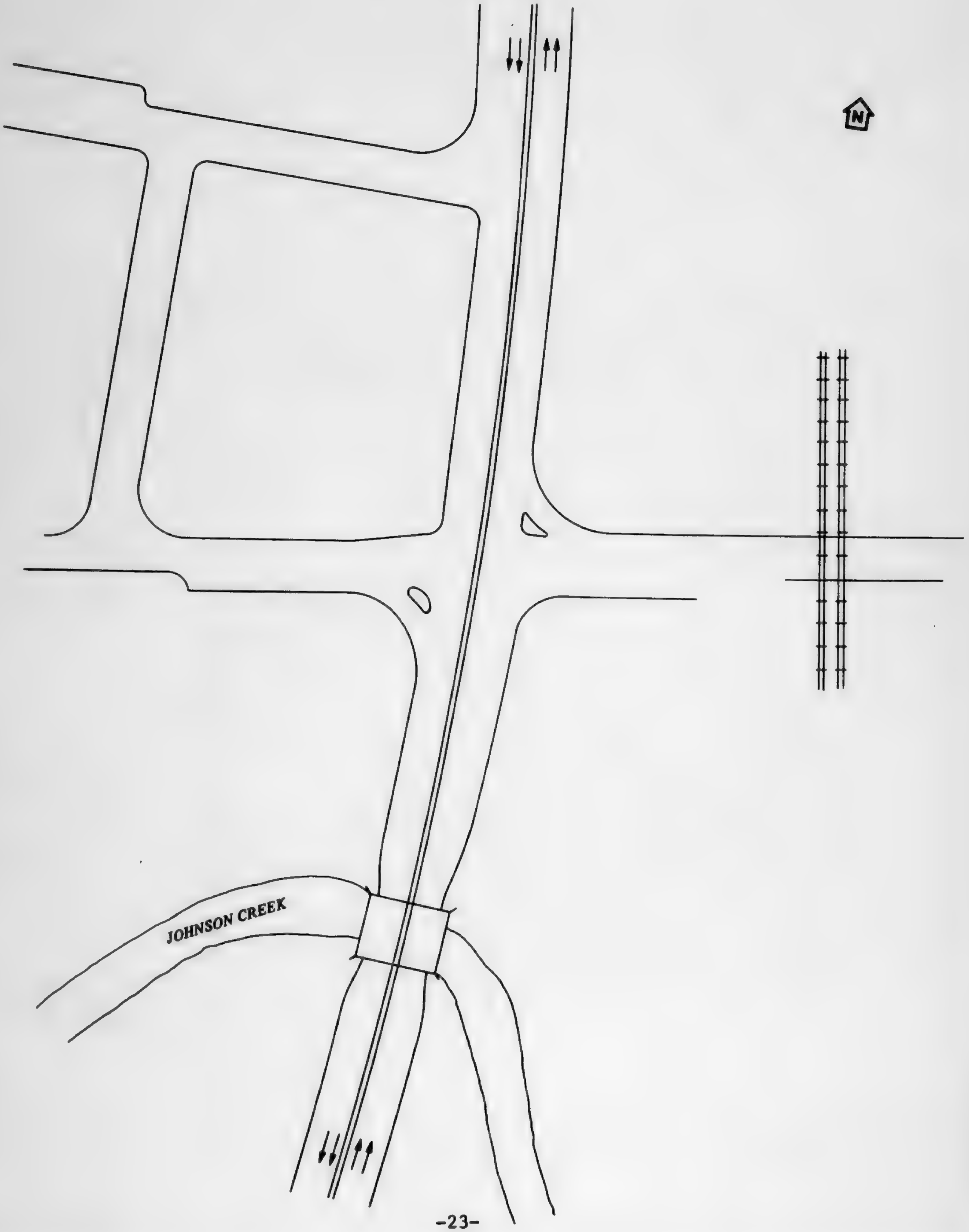

N
JOHNSON CREEK

FIGURE 2-F

S.E. OCHOCO AVE.

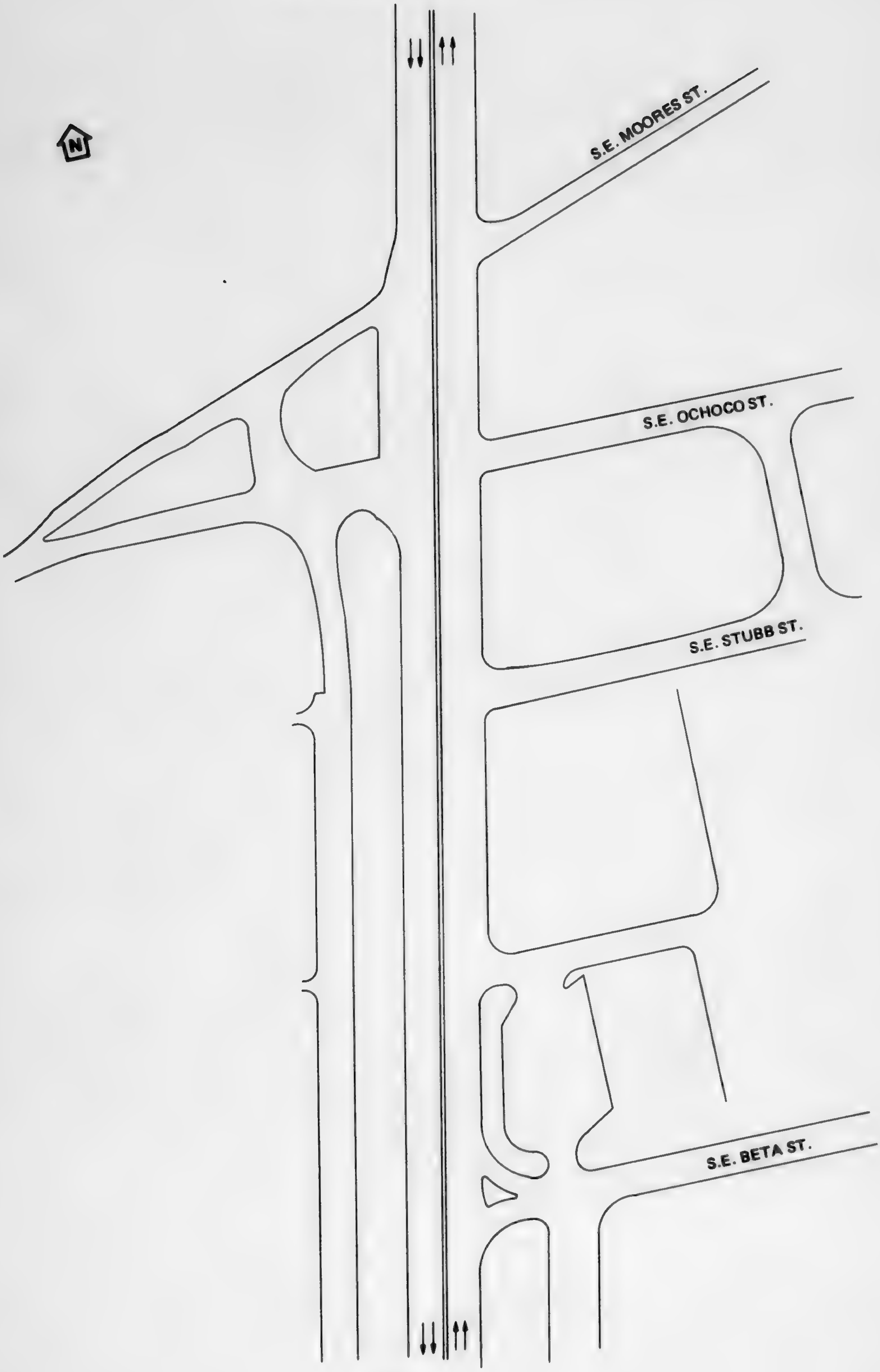
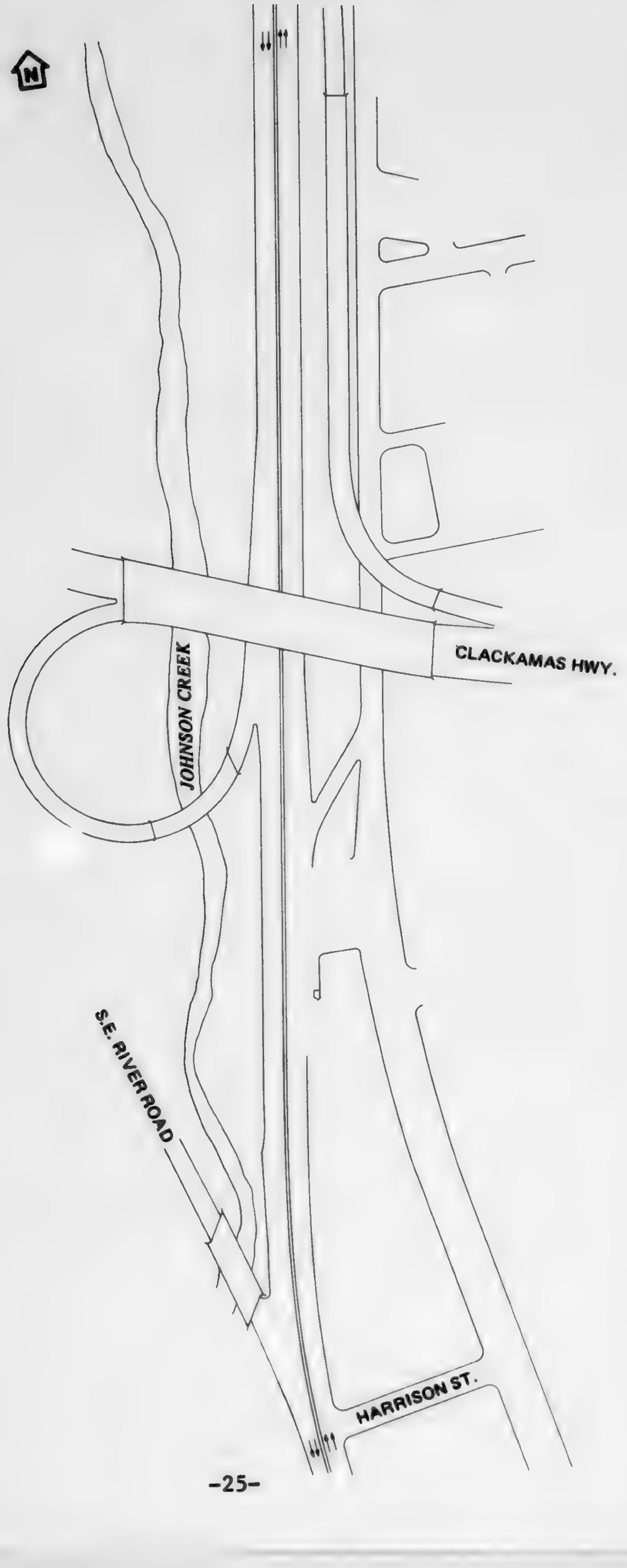
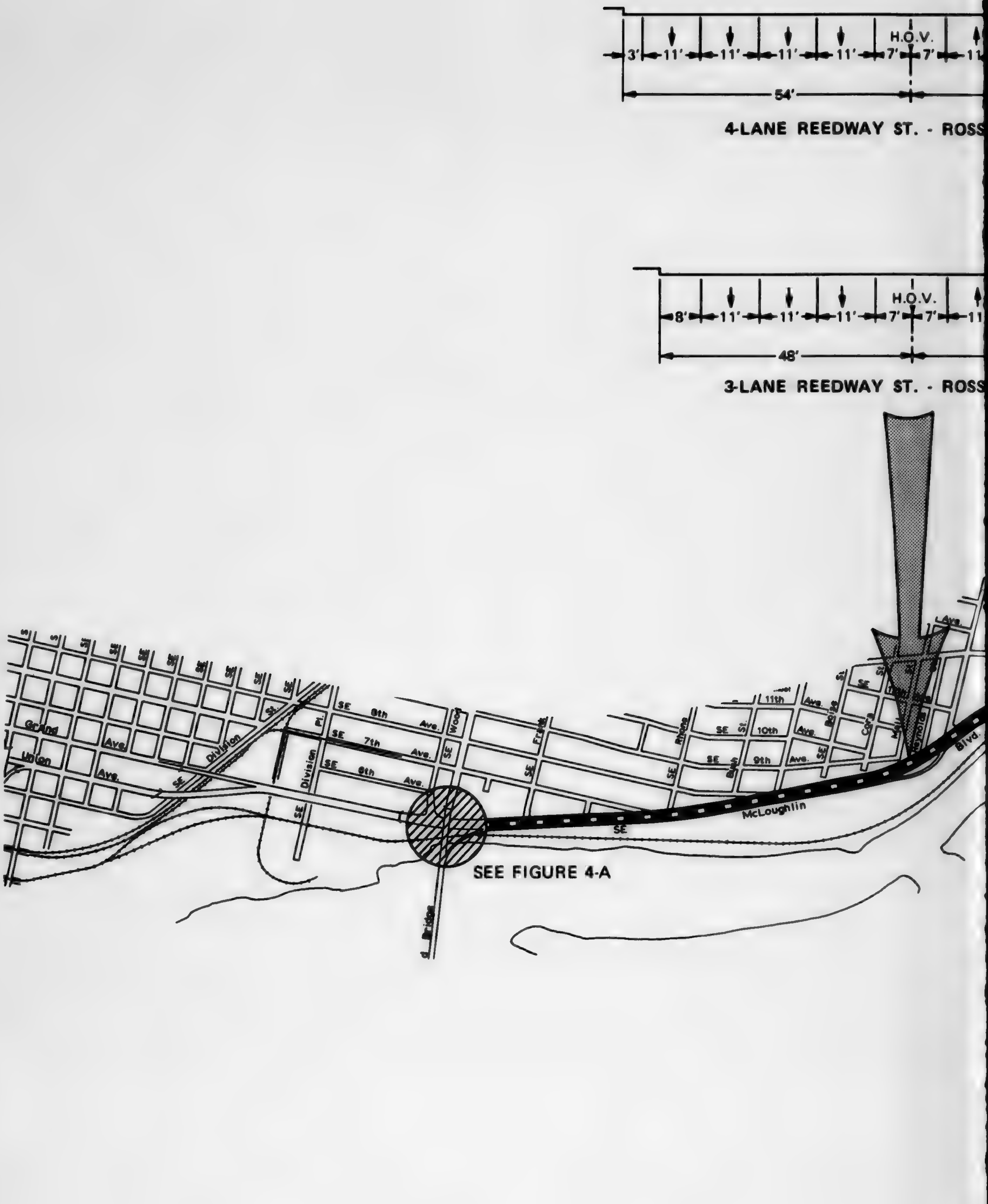
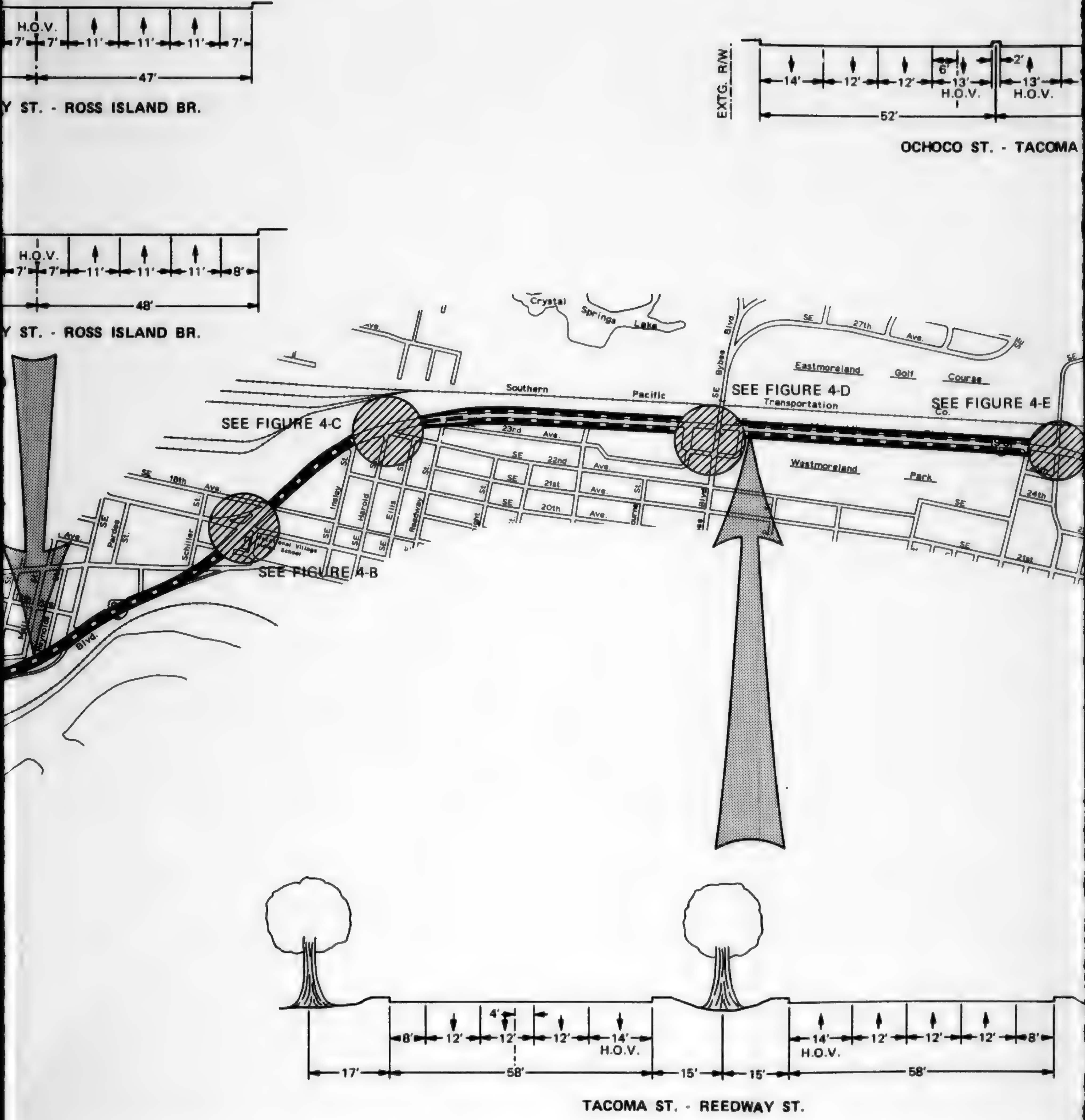

N
S.E. MOORES ST.
S.E. OCHOCO ST.
S.E. STUBB ST.
S.E. BETA ST.

FIGURE 2-G

CLACKAMAS HIGHWAY


N
JOHNSON CREEK
CLACKAMAS HWY.
S.E. RIVER ROAD
HARRISON ST.


H.O.V.
3'
11'
11'
11'
11'
7'
7'
54'
4-LANE REEDWAY ST. - ROSS
H.O.V.
8'
11'
11'
11'
7'
7'
48'
3-LANE REEDWAY ST. - ROSS
Grand
Ave.
Union
Ave.
SE
Division
St.
SE
8th
Ave.
SE
7th
Ave.
SE
6th
Ave.
Division
Pl.
SE
Wood
SE
Franz
SE
Rhone
SE
St.
10th
Ave.
SE
11th
Ave.
SE
9th
Ave.
Boise
SE
Bush
Cora
SE
McLoughlin
Blvd.
SE FIGURE 4-A
Bridge



Y ST. - ROSS ISLAND BR.

Y ST. - ROSS ISLAND BR.

OCHOCO ST. - TACOMA

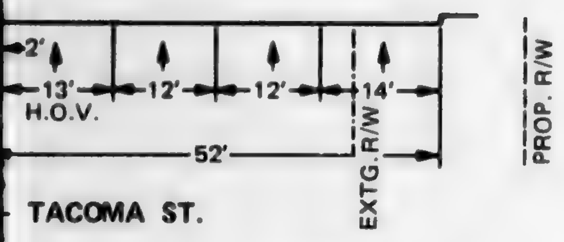
TACOMA ST. - REEDWAY ST.

H.O.V.
7'
7'
11'
11'
11'
7'
47'
H.O.V.
7'
7'
11'
11'
11'
8'
48'
EXTG. R/W.
14'
12'
12'
6'
13'
H.O.V.
2'
13'
H.O.V.
52'
Crystal Springs Lake
SE 27th Ave.
Eastmoreland Golf Course
SE Bybee Blvd.
Southern Pacific Transportation Co.
SEE FIGURE 4-C
SEE FIGURE 4-D
SEE FIGURE 4-E
SEE FIGURE 4-B
23rd Ave.
SE 22nd Ave.
SE 21st Ave.
SE 20th Ave.
SE 18th Ave.
Westmoreland Park
SE 24th
SE 21st
Insley
Harold
Ellis
Reedway
Schiller St.
Pardee St.
McLoughlin Blvd.
Holgate
8'
12'
4'
12'
12'
14'
H.O.V.
17'
58'
15'
15'
14'
H.O.V.
12'
12'
12'
8'
58'

FIGURE 3

ALTERNATE 1

UNION - GRAND VIADUCT - S.E. RIVER RD McLOUGHLIN BLVD.


2'
13'
12'
12'
14'
H.O.V.
52'
EXTG. R/W
PROP. R/W
- TACOMA ST.

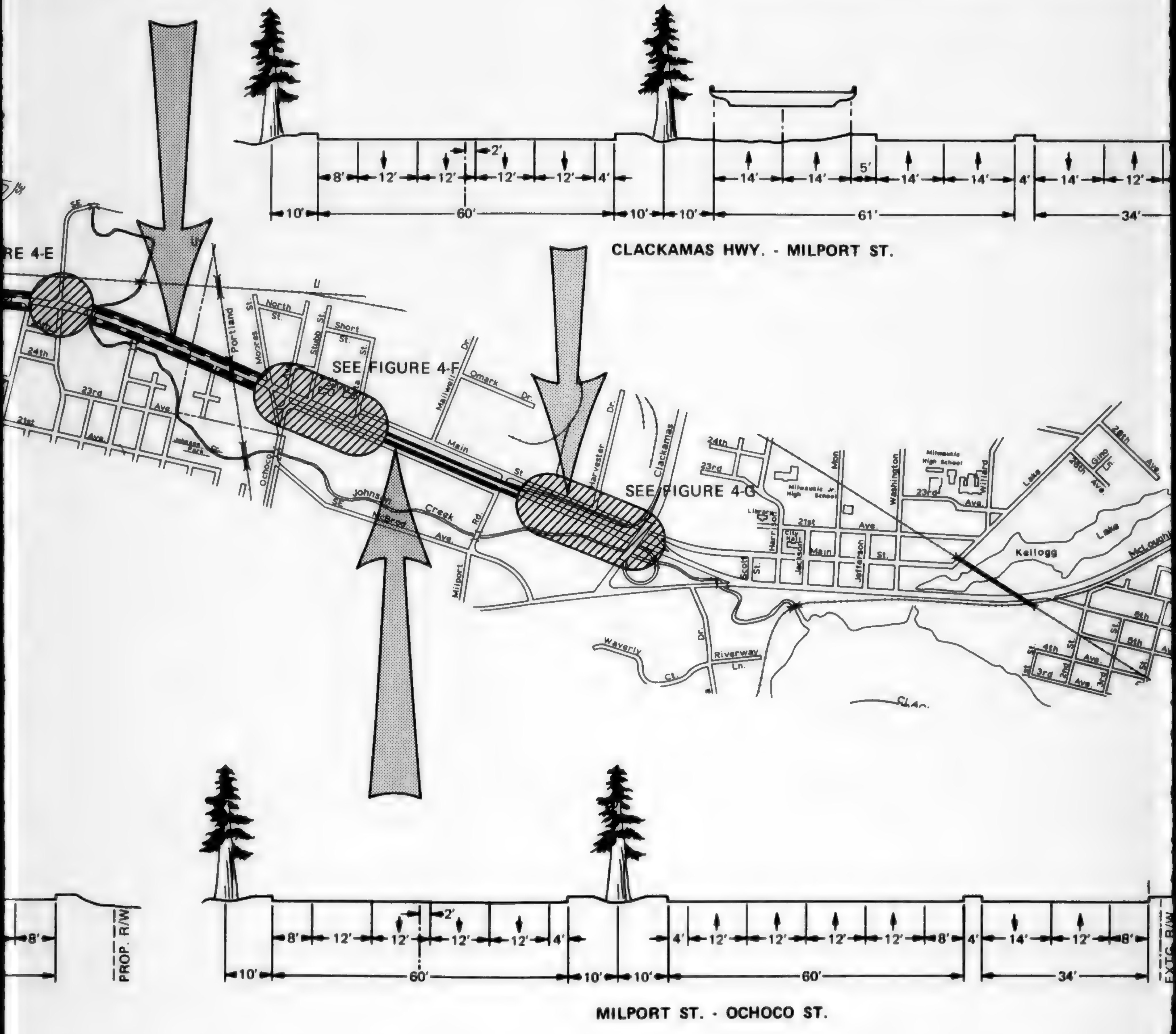
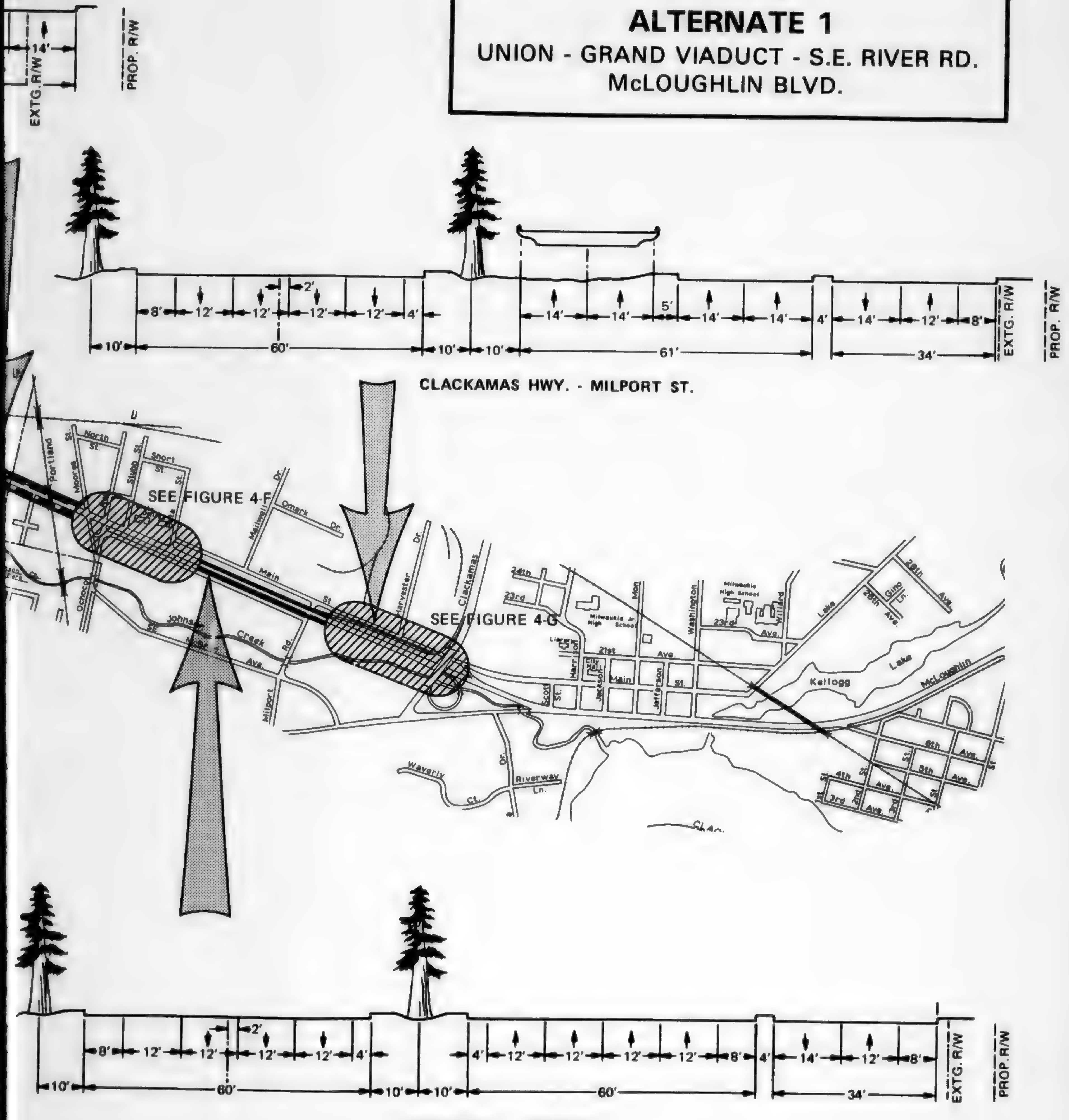

8'
12'
12'
2'
12'
12'
4'
10'
60'
10'
10'
14'
14'
5'
14'
14'
4'
14'
12'
61'
34'
CLACKAMAS HWY. - MILPORT ST.
RE 4-E
SEE FIGURE 4-F
SEE FIGURE 4-G
24th
23rd
21st
Ave.
Portland
North St.
Moores
Stubb St.
Short St.
Mailwell Dr.
Omark Dr.
Main St.
Harvester Dr.
Clackamas
Ochoco
Johnson Creek
SE McBrod Ave.
Milport Rd.
24th
23rd
21st Ave.
Milwaukie Jr. High School
Milwaukie High School
Library
City Hall
Harrison
Jackson
Main St.
Jefferson
Washington
Monroe
Willard
23rd Ave.
Scott St.
Lake
Kellogg
McLoughlin
28th Ave.
Waverly Ct.
Riverway Ln.
6th
5th
4th
3rd
2nd
1st
Ave.
St.
8'
PROP. R/W
8'
12'
12'
2'
12'
12'
4'
10'
60'
10'
10'
4'
12'
12'
12'
12'
8'
4'
14'
12'
8'
60'
34'
EXTG. R/W
MILPORT ST. - OCHOCO ST.

FIGURE 3

ALTERNATE 1

UNION - GRAND VIADUCT - S.E. RIVER RD.
McLOUGHLIN BLVD.


14'
EXTG. R/W
PROP. R/W
8'
12'
12'
2'
12'
12'
4'
10'
60'
10'
10'
14'
14'
5'
14'
14'
4'
14'
12'
8'
61'
34'
EXTG. R/W
PROP. R/W
SEE FIGURE 4-F
SEE FIGURE 4-G
Portland
Moores
North St.
Short St.
Main
St.
Ochoco
Johnson
Creek
Rd.
Ave.
Milport
Harvester Dr.
Clackamas
24th
23rd
Milwaukie Jr. High School
Milwaukie High School
Washington
Willard
21st
Ave.
Harrison
Jackson
Main
Jefferson
St.
Scott St.
Lake
28th
Gino
Kellogg
Lake
McLoughlin
6th
Ave.
5th
Ave.
4th
3rd
Waverly
Ct.
Riverway
Ln.
Dr.
8'
12'
12'
2'
12'
12'
4'
4'
12'
12'
12'
12'
8'
4'
14'
12'
8'
10'
60'
10'
10'
60'
34'
EXTG. R/W
PROP. R/W

CLACKAMAS HWY. - MILPORT ST.

MILPORT ST. - OCHOCO ST.

FIGURE 3-A

ROSS ISLAND BRIDGE - POWELL BLVD.

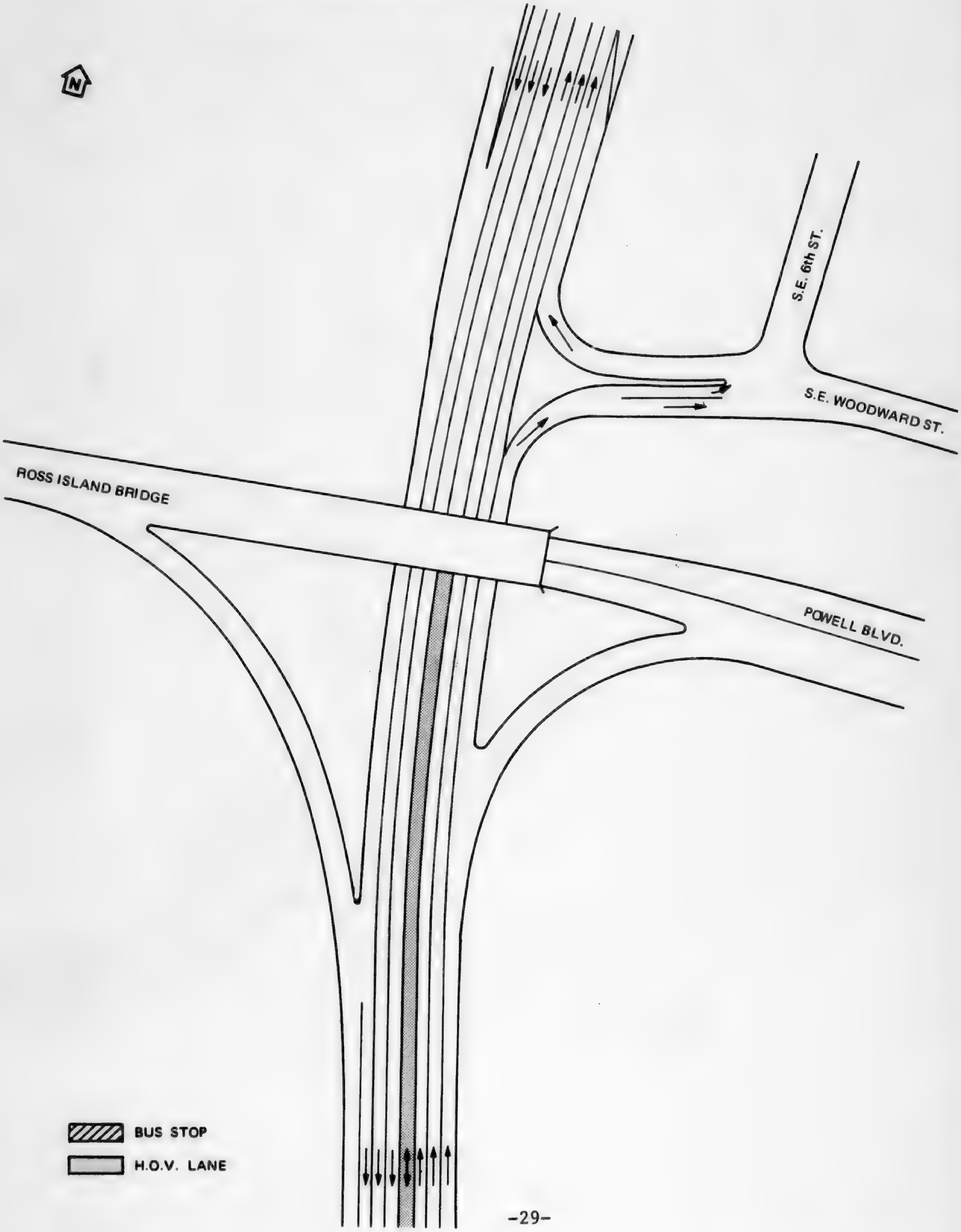

N
S.E. 6th ST.
S.E. WOODWARD ST.
ROSS ISLAND BRIDGE
POWELL BLVD.
▨ BUS STOP
▭ H.O.V. LANE

FIGURE 3-B

S.E. 17TH AVE.

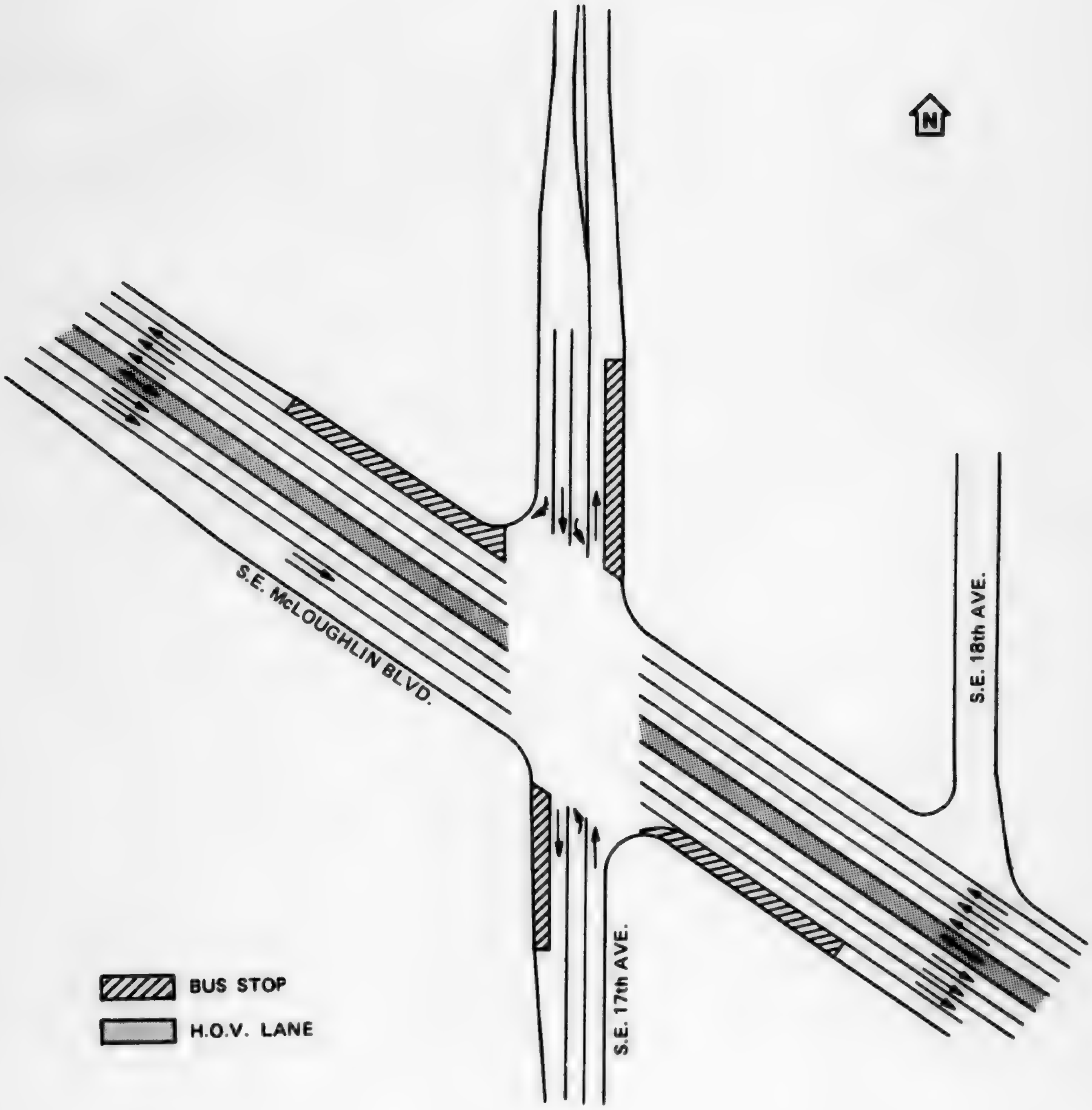

S.E. McLOUGHLIN BLVD.
S.E. 18th AVE.
S.E. 17th AVE.
N
▨ BUS STOP
▭ H.O.V. LANE

FIGURE 3-C

S.E. HAROLD ST.

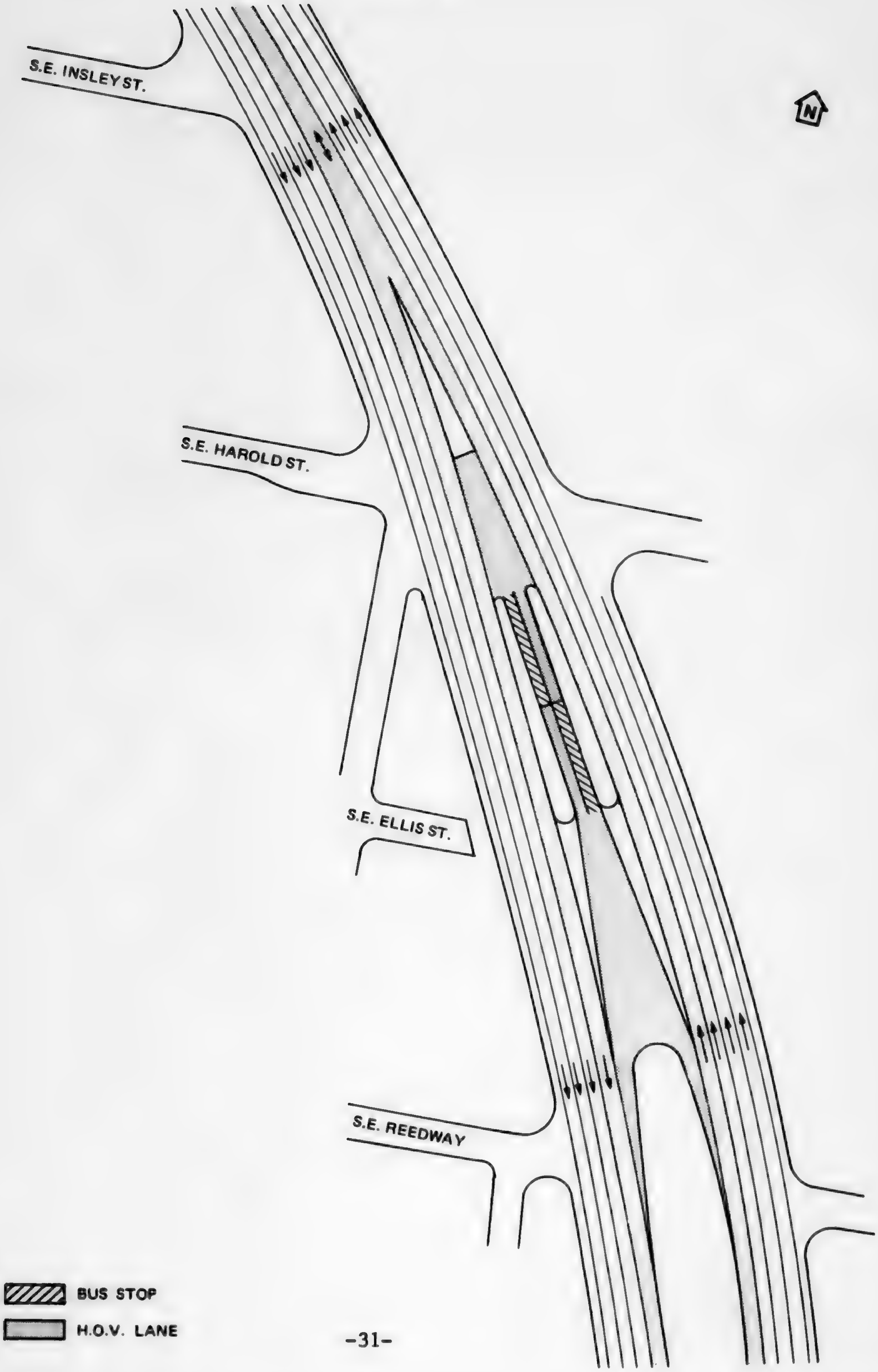

S.E. INSLEY ST.
S.E. HAROLD ST.
S.E. ELLIS ST.
S.E. REEDWAY
N
▨ BUS STOP
▭ H.O.V. LANE

FIGURE 3-D

S.E. BYBEE BLVD.

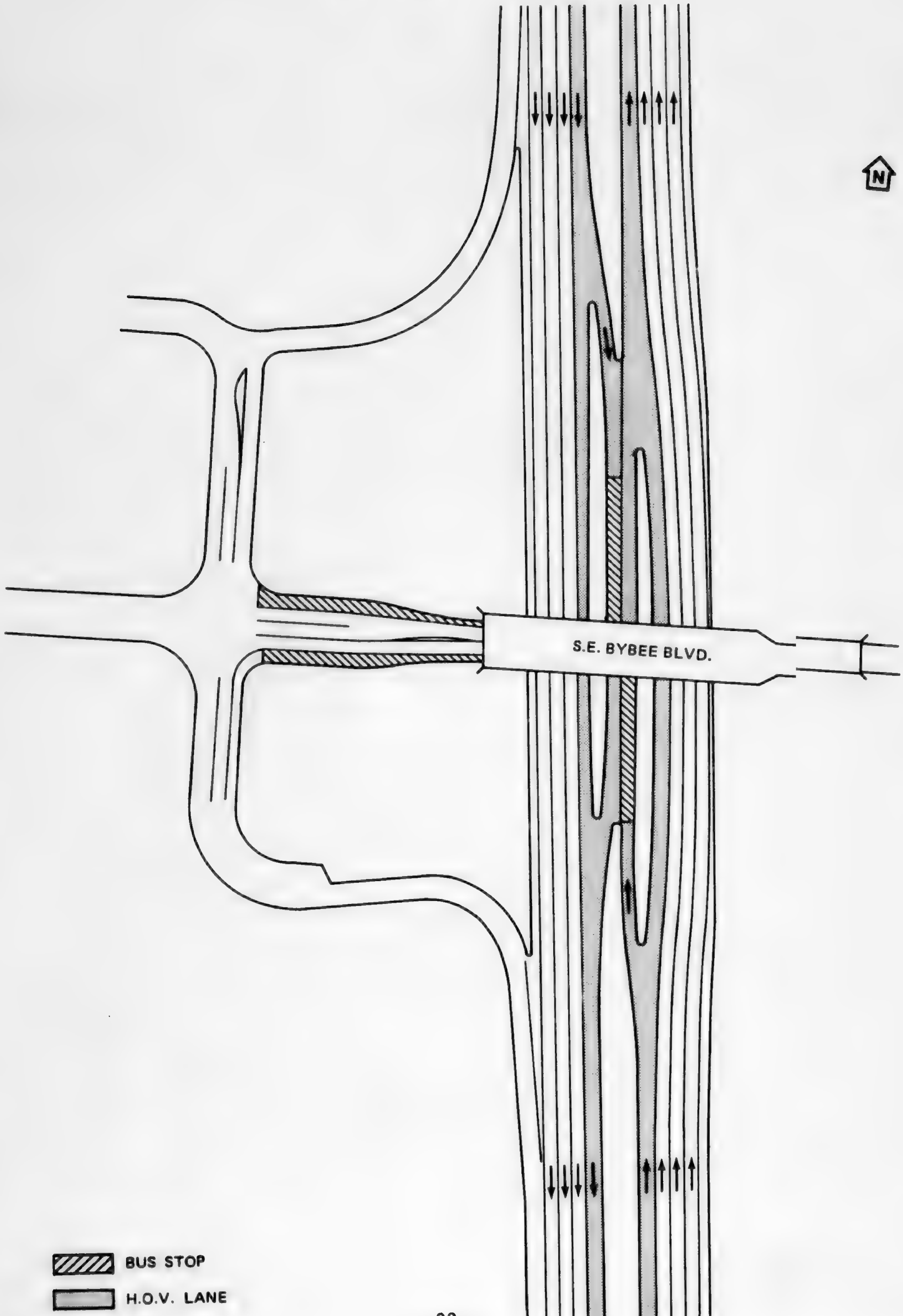

N
S.E. BYBEE BLVD.
▨ BUS STOP
▒ H.O.V. LANE

FIGURE 3-E

S.E. TACOMA BLVD.

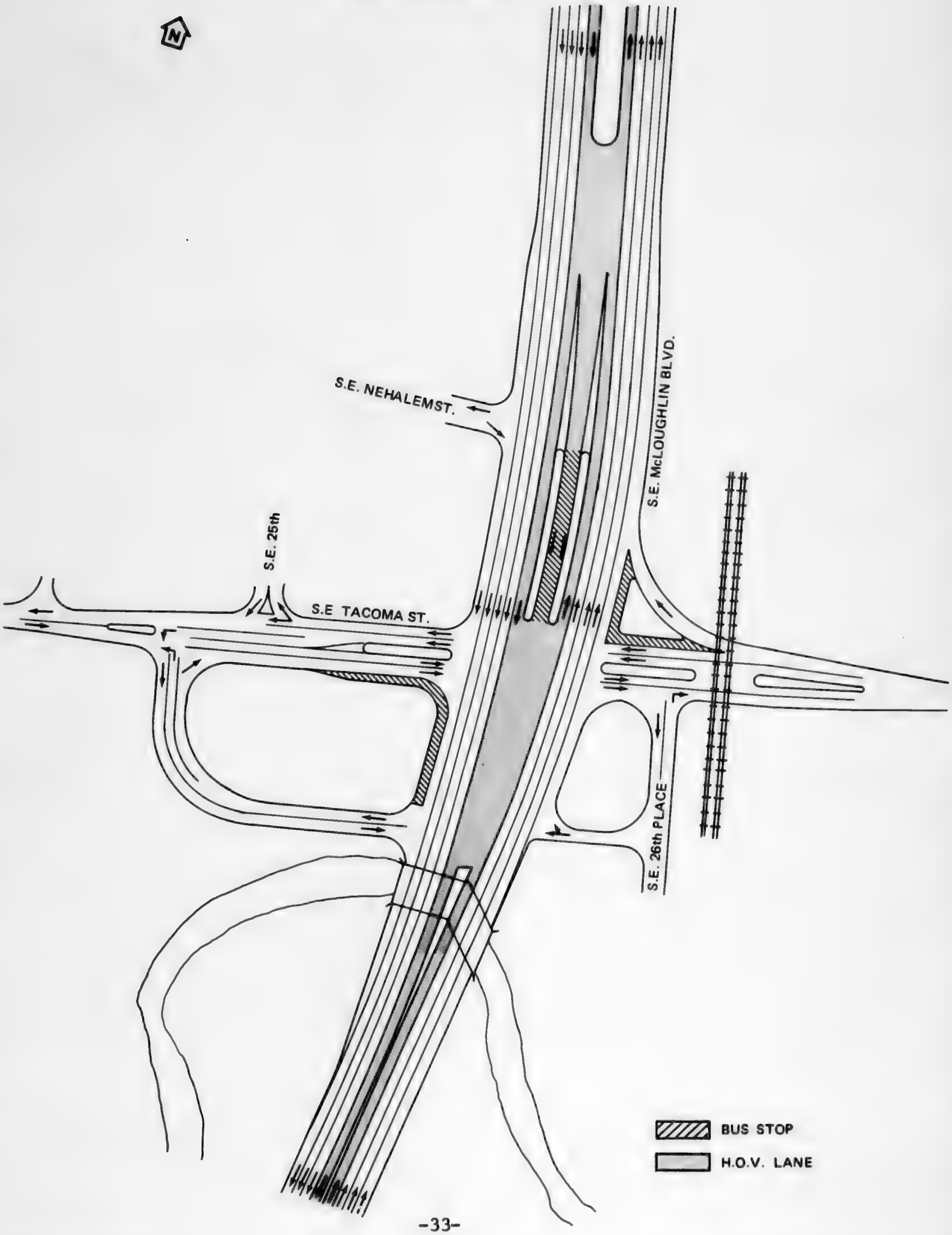

N
S.E. NEHALEMST.
S.E. McLOUGHLIN BLVD.
S.E. 25th
S.E TACOMA ST.
S.E. 26th PLACE
BUS STOP
H.O.V. LANE

FIGURE 3-F

S.E. OCHOCO AVE.

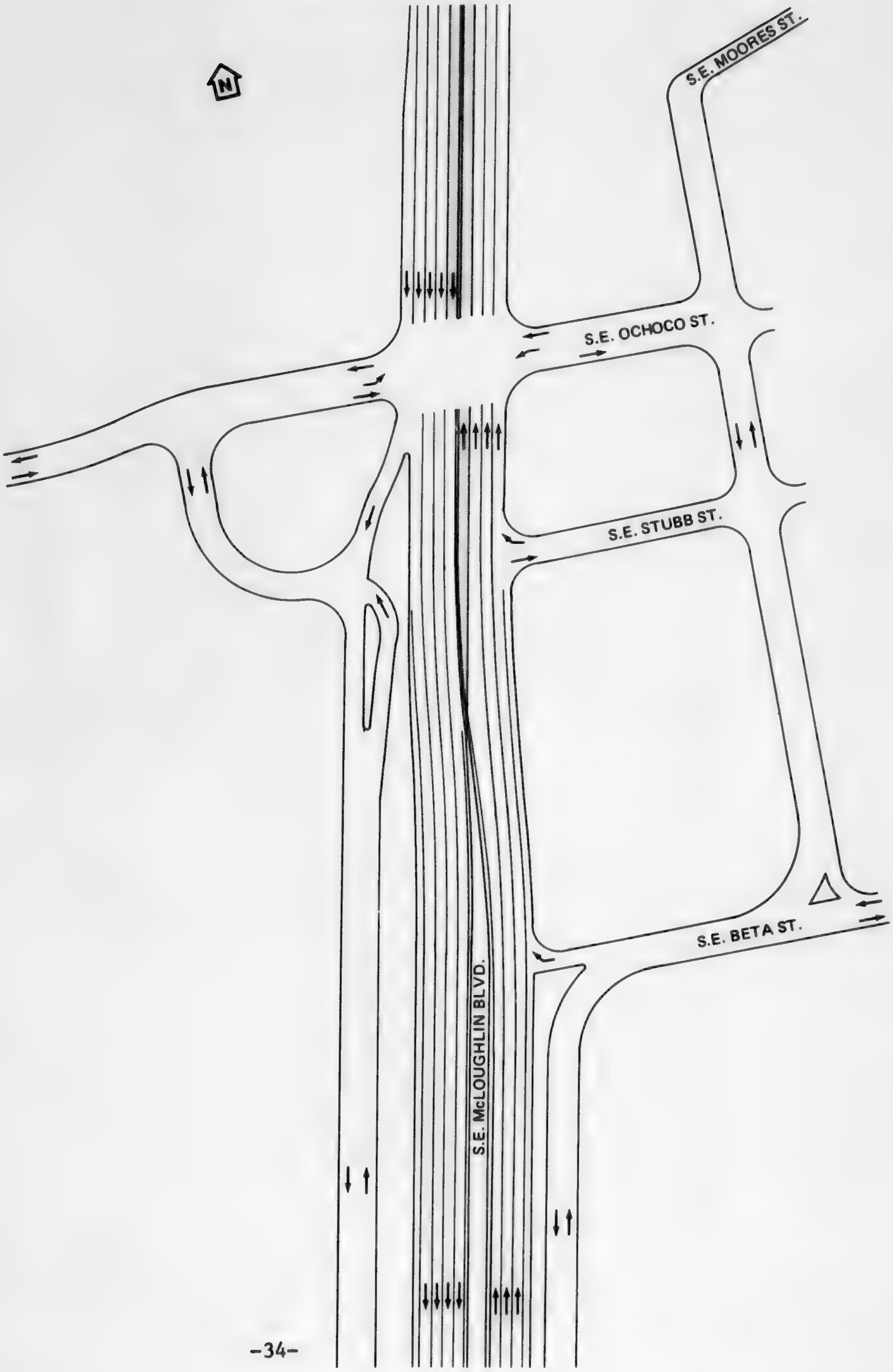
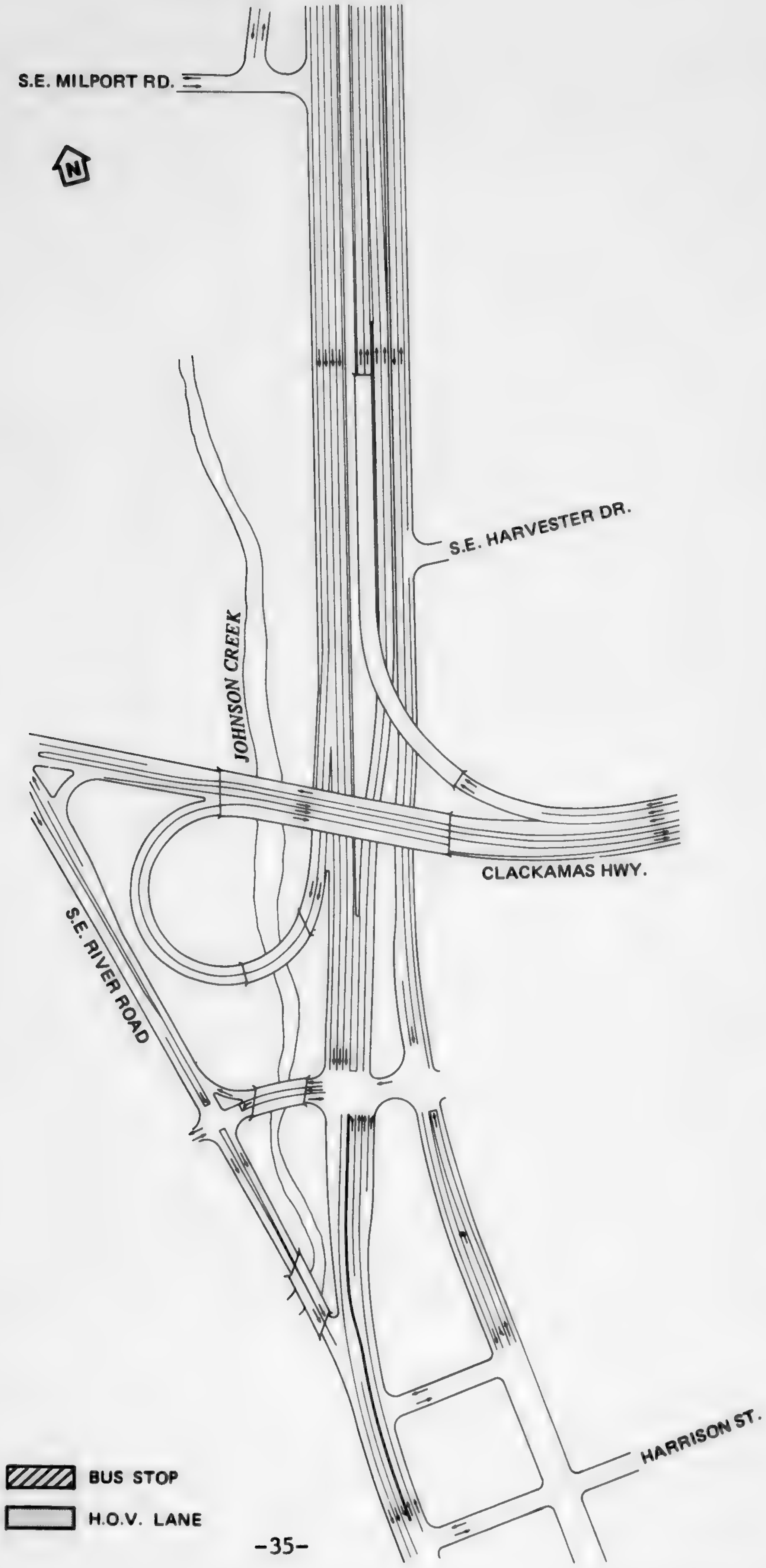
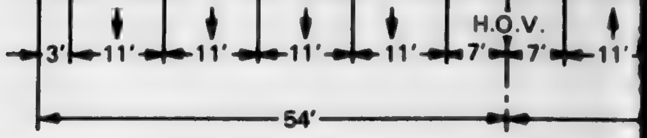

S.E. MOORES ST.
S.E. OCHOCO ST.
S.E. STUBB ST.
S.E. BETA ST.
S.E. McLOUGHLIN BLVD.

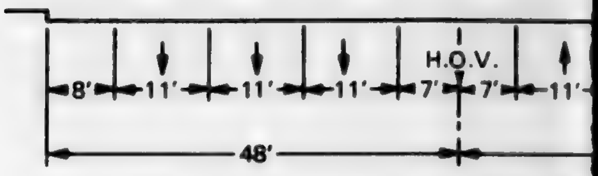
FIGURE 3-G

CLACKAMAS HIGHWAY

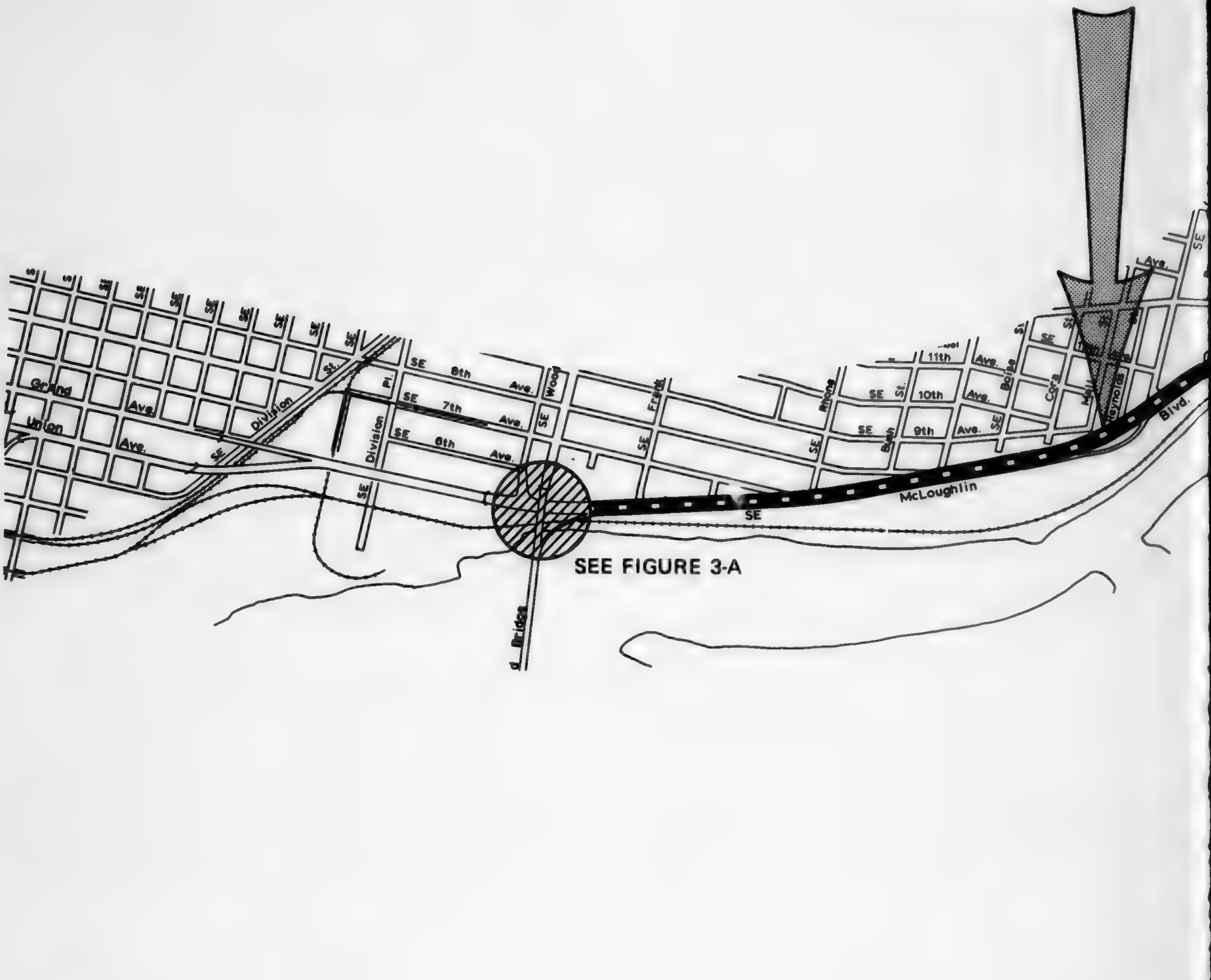

S.E. MILPORT RD.
N
S.E. HARVESTER DR.
JOHNSON CREEK
CLACKAMAS HWY.
S.E. RIVER ROAD
HARRISON ST.
▨ BUS STOP
☐ H.O.V. LANE


H.O.V.
3'
11'
11'
11'
11'
7'
7'
11'
54'

4-LANE REEDWAY ST. - ROSS


H.O.V.
8'
11'
11'
11'
7'
7'
11'
48'

3-LANE REEDWAY ST. - ROSS


Grand
Ave.
Union
Ave.
SE
Division
St.
SE 8th Ave.
SE 7th Ave.
SE 6th Ave.
Division Pl.
Division
SE
Wood
SE
Front
SE
Rhone
SE St.
SE
Bush
10th Ave.
9th Ave.
SE
11th Ave.
Boise
SE
St.
Cora
Mall
Reynolds
St.
SE
Ave.
SE
McLoughlin
Blvd.
SE
Bridge
SEE FIGURE 3-A

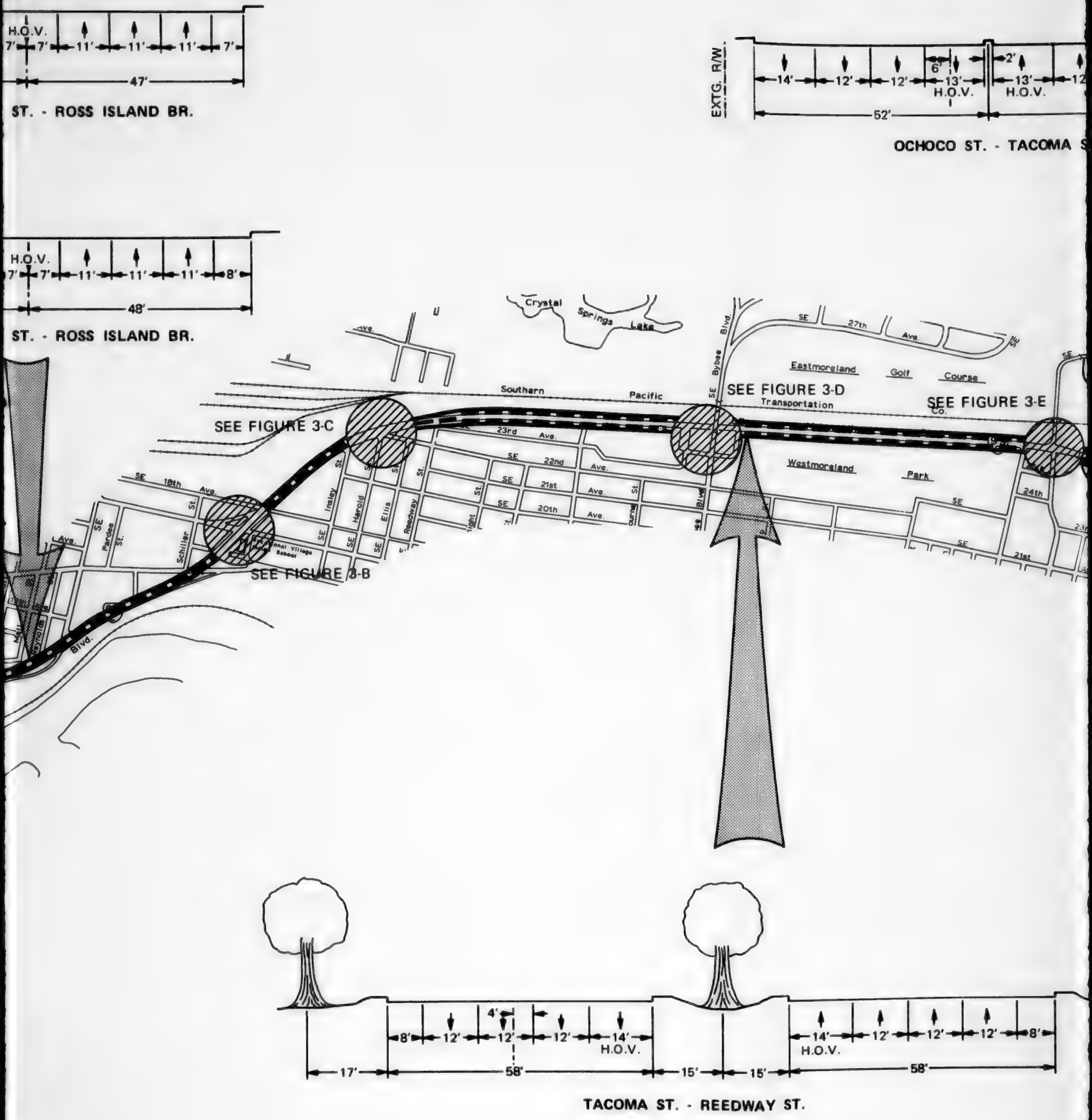

H.O.V.
7' 7' 11' 11' 11' 7'
47'
ST. - ROSS ISLAND BR.
EXTG. R/W
14' 12' 12' 6' 13' H.O.V. 2' 13' H.O.V.
52'
OCHOCO ST. - TACOMA S
H.O.V.
7' 7' 11' 11' 11' 8'
48'
ST. - ROSS ISLAND BR.
Crystal Springs Lake
SE 27th Ave.
Eastmoreland Golf Course
Southern Pacific Transportation Co.
SE Bybee Blvd.
SEE FIGURE 3-C
SEE FIGURE 3-D
SEE FIGURE 3-E
SEE FIGURE 3-B
SE 23rd Ave.
SE 22nd Ave.
SE 21st Ave.
SE 20th Ave.
SE 18th Ave.
Westmoreland Park
SE 24th
SE 21st
SE Pardee St.
Schiller St.
Insley St.
Harold St.
Ellis St.
Reedway St.
Tacoma St.
Nehalem St.
Blvd.
National Village School
8' 12' 4' 12' 12' 14' H.O.V.
14' H.O.V. 12' 12' 12' 8'
17' 58' 15' 15' 58'
TACOMA ST. - REEDWAY ST.

FIGURE 4

ALTERNATE 2

UNION - GRAND VIADUCT - S.E. RIVER
McLOUGHLIN BLVD.

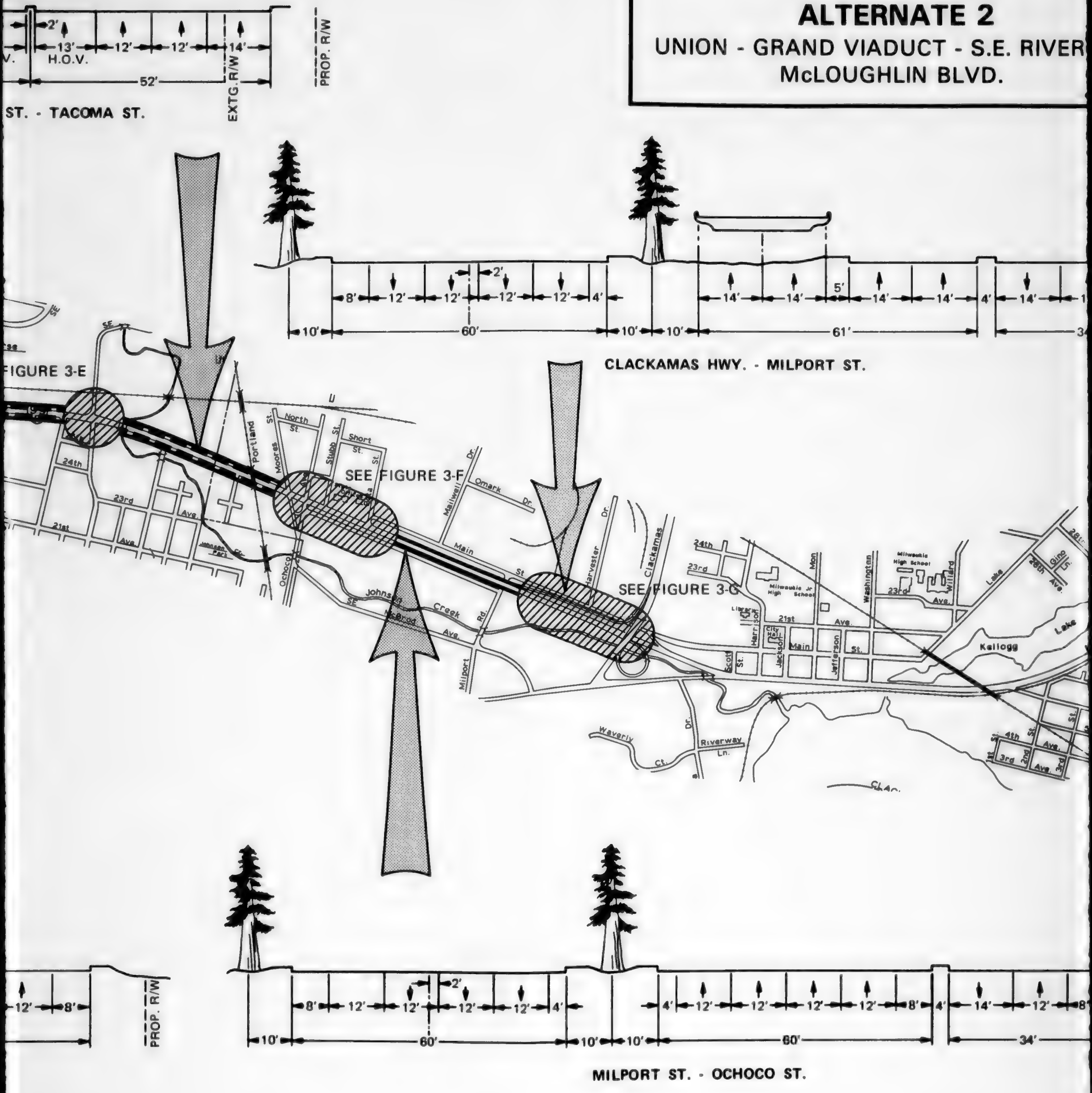
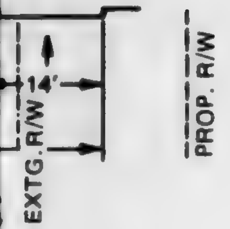

2'
13'
H.O.V.
12'
12'
14'
V.
52'
EXTG. R/W
PROP. R/W
ST. - TACOMA ST.
8'
12'
12'
2'
12'
12'
4'
10'
60'
10'
10'
14'
14'
5'
14'
14'
4'
14'
61'
34
CLACKAMAS HWY. - MILPORT ST.
FIGURE 3-E
SEE FIGURE 3-F
SEE FIGURE 3-G
24th
23rd
Ave.
21st
Ave.
Portland
Moores St.
North St.
Stubb St.
Short St.
Mailwell Dr.
Omark Dr.
Main St
Ochoco
Johnson Creek
SE McBrod Ave.
Rd.
Milport
Harvester Dr.
Clackamas
24th
23rd
21st Ave.
Milwaukie Jr High School
Milwaukie High School
Library
City Hall
Harrison
Jackson
Main
Jefferson
Washington
Monroe
Willard
Scott St.
St.
Lake
Kellogg
Lake
28th
Ave.
4th
3rd
2nd
1st
Ave.
Waverly Ct.
Riverway Ln.
Dr.
12'
8'
PROP. R/W
8'
12'
12'
2'
12'
12'
4'
10'
60'
10'
10'
4'
12'
12'
12'
12'
8'
60'
4'
14'
12'
8
34'
MILPORT ST. - OCHOCO ST.

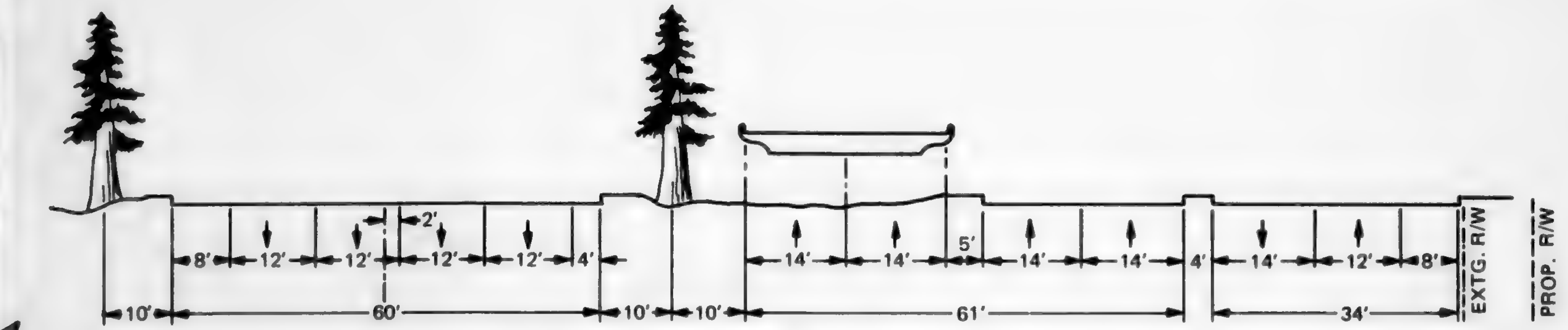
FIGURE 4

ALTERNATE 2

UNION - GRAND VIADUCT - S.E. RIVER RD. McLOUGHLIN BLVD.

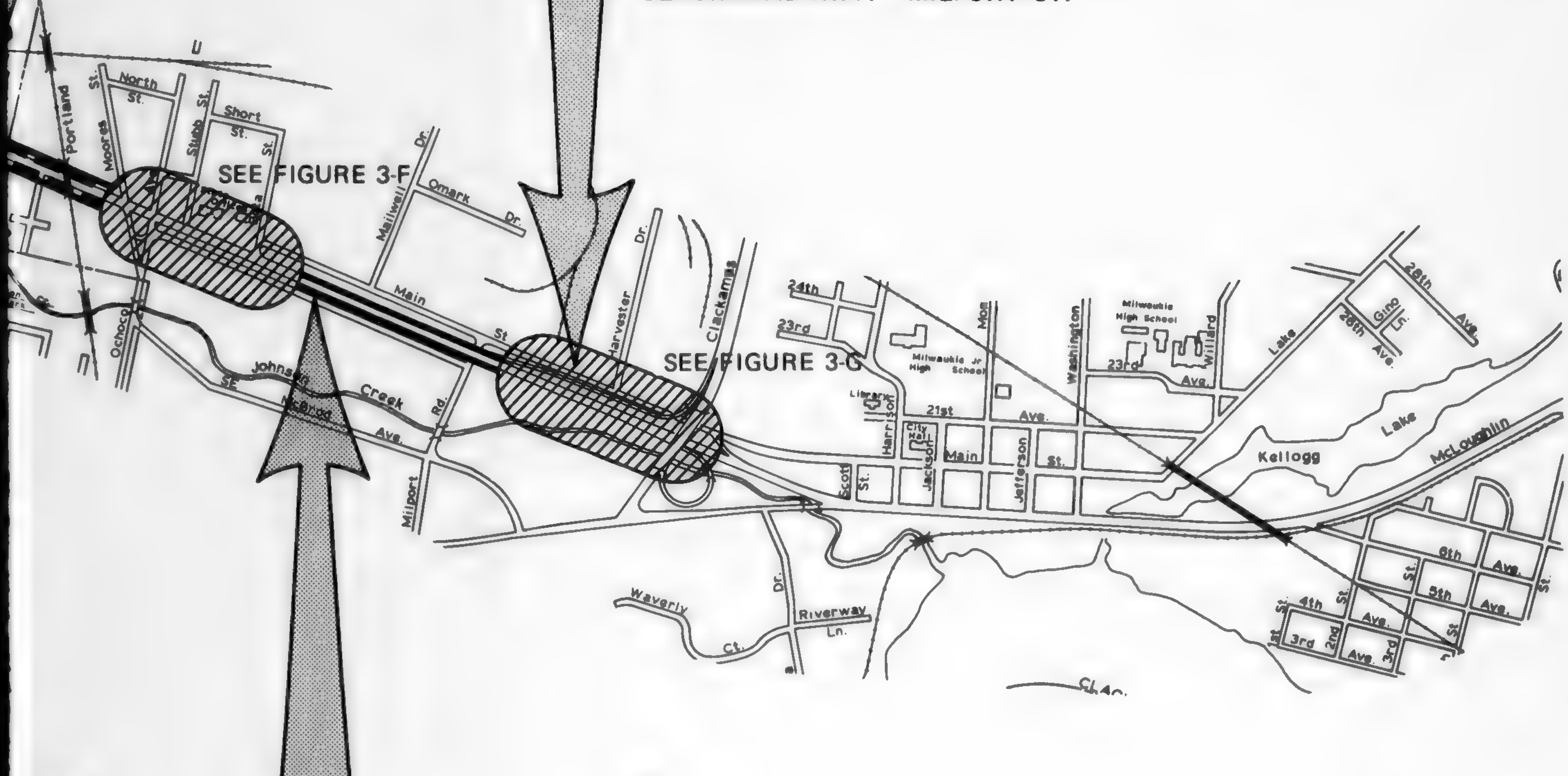


14'
EXTG. R/W
PROP. R/W

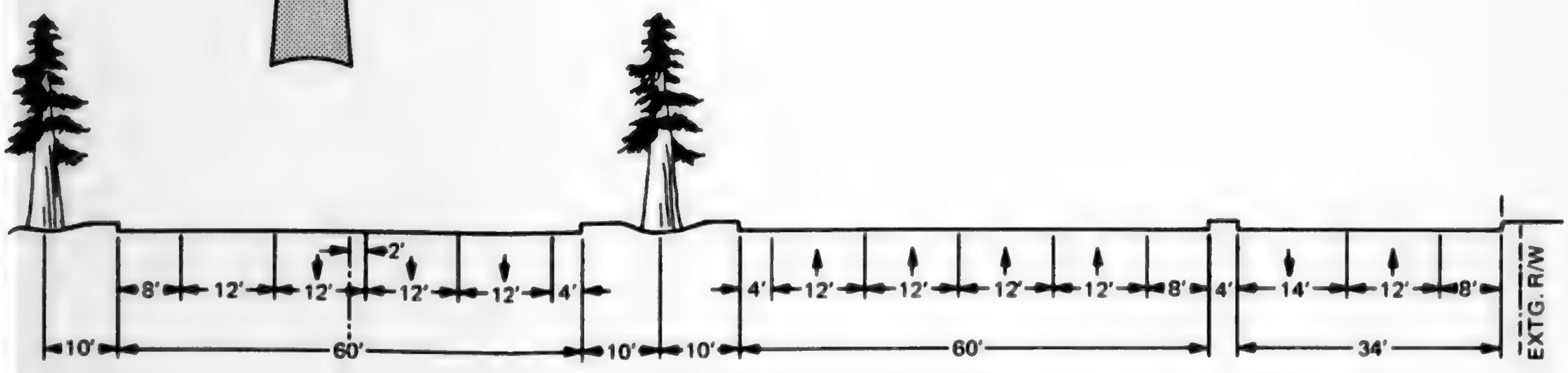


2'
8'
12'
12'
12'
12'
4'
14'
14'
5'
14'
14'
4'
14'
12'
8'
10'
60'
10'
10'
61'
34'
EXTG. R/W
PROP. R/W

CLACKAMAS HWY. - MILPORT ST.



SEE FIGURE 3-F
SEE FIGURE 3-G
Portland
Moores St.
North St.
Stubb St.
Short St.
Maliwell Dr.
Omark Dr.
Main St.
Ochoco
Johnson Creek
SE McBrod Ave.
Rd.
Milport
Harvester Dr.
Clackamas
24th
23rd
Milwaukie Jr High School
Library
Harrison
City Hall
Jackson
Main St.
Scott St.
21st Ave.
Jefferson
Washington
Monroe
Milwaukie High School
Willard
23rd Ave.
Lake
28th Ave.
Gino Ln.
26th Ave.
Kellogg Lake
McLoughlin
6th Ave.
5th Ave.
4th Ave.
3rd Ave.
2nd
St.
Waverly Ct.
Dr.
Riverway Ln.



2'
8'
12'
12'
12'
12'
4'
4'
12'
12'
12'
12'
8'
4'
14'
12'
8'
10'
60'
10'
10'
60'
34'
EXTG. R/W
PROP. R/W

MILPORT ST. - OCHOCO ST.

FIGURE 4-A

ROSS ISLAND BRIDGE - POWELL BLVD.

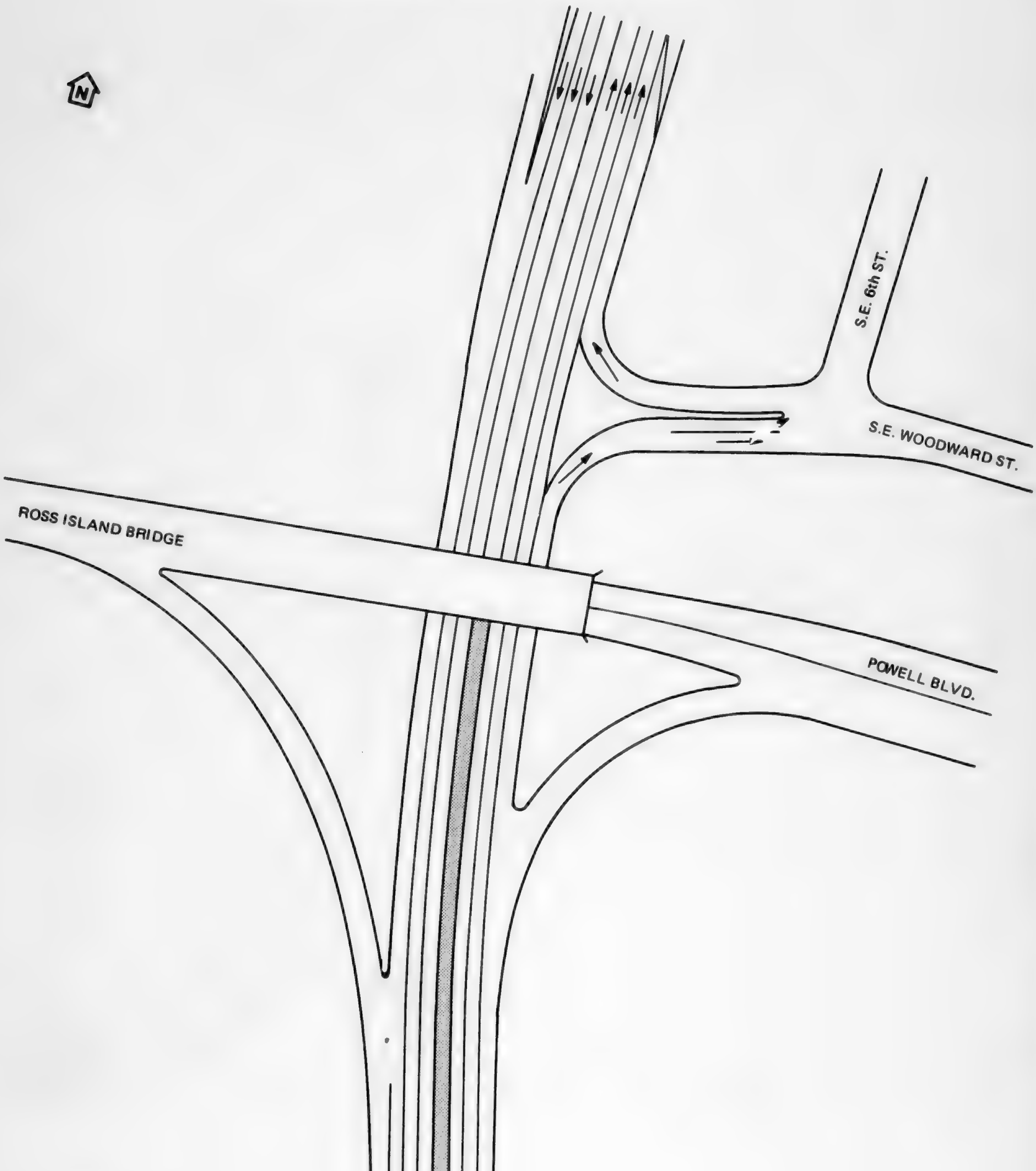

N
S.E. 6th ST.
S.E. WOODWARD ST.
ROSS ISLAND BRIDGE
POWELL BLVD.
BUS STOP
H.O.V. LANE

FIGURE 4-B

S.E. 17TH AVE.

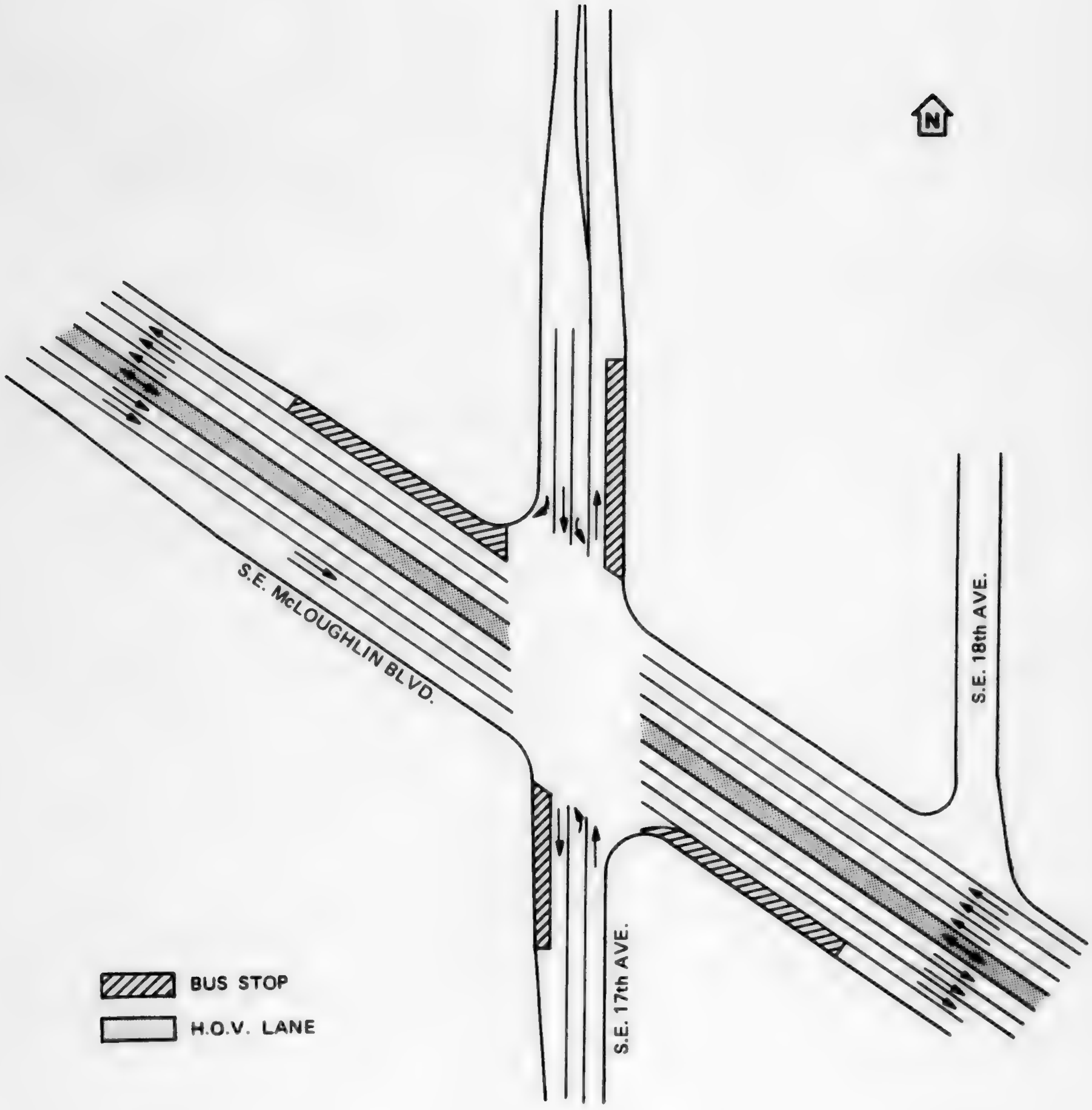

N
S.E. McLOUGHLIN BLVD.
S.E. 18th AVE.
S.E. 17th AVE.
BUS STOP
H.O.V. LANE

FIGURE 4-C

S.E. HAROLD ST.

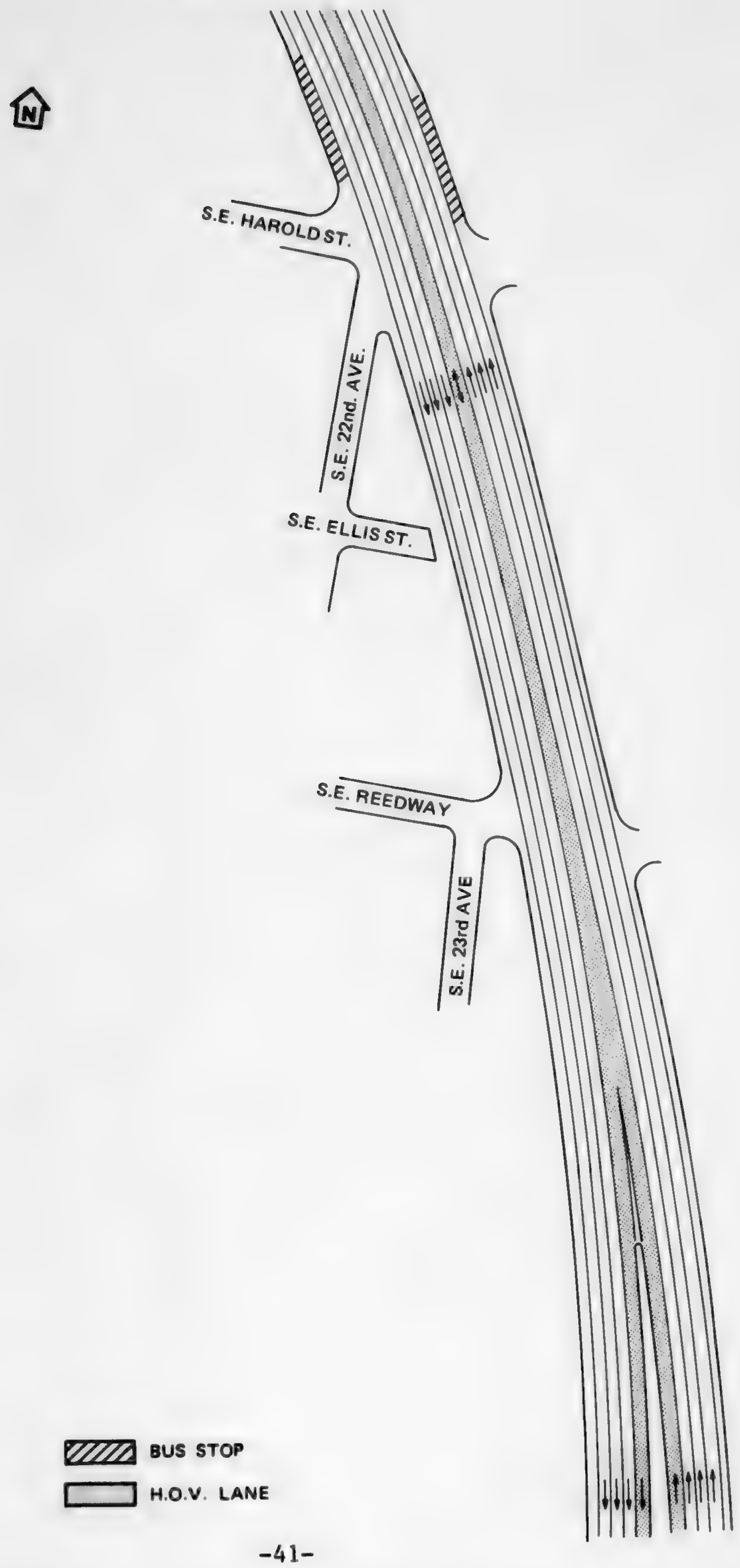

N
S.E. HAROLD ST.
S.E. 22nd. AVE.
S.E. ELLIS ST.
S.E. REEDWAY
S.E. 23rd AVE
▨ BUS STOP
▢ H.O.V. LANE

FIGURE 4-D

S.E. BYBEE BLVD.

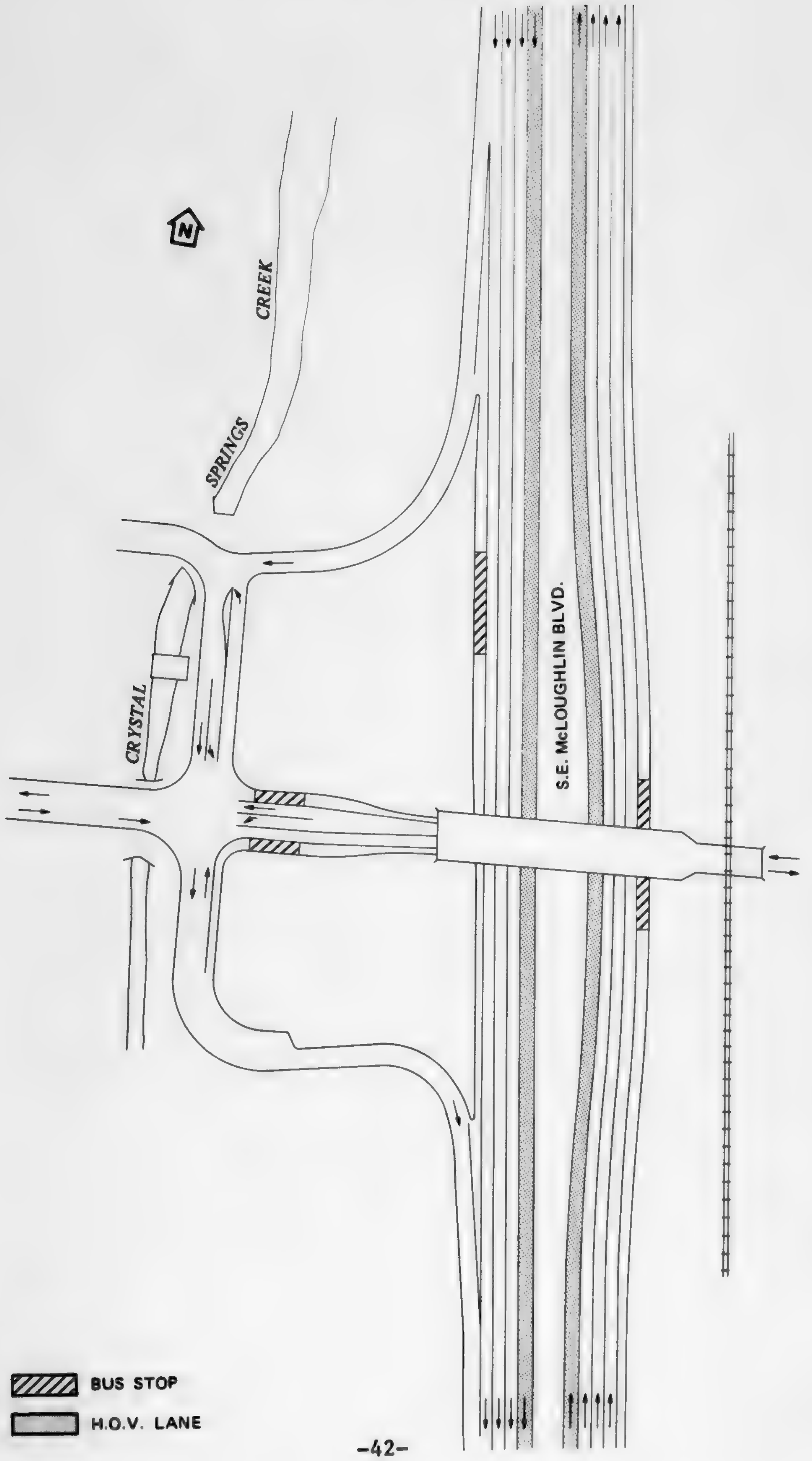

N
CREEK
SPRINGS
CRYSTAL
S.E. McLOUGHLIN BLVD.
▨ BUS STOP
▒ H.O.V. LANE

FIGURE 4-E

S.E. TACOMA BLVD.

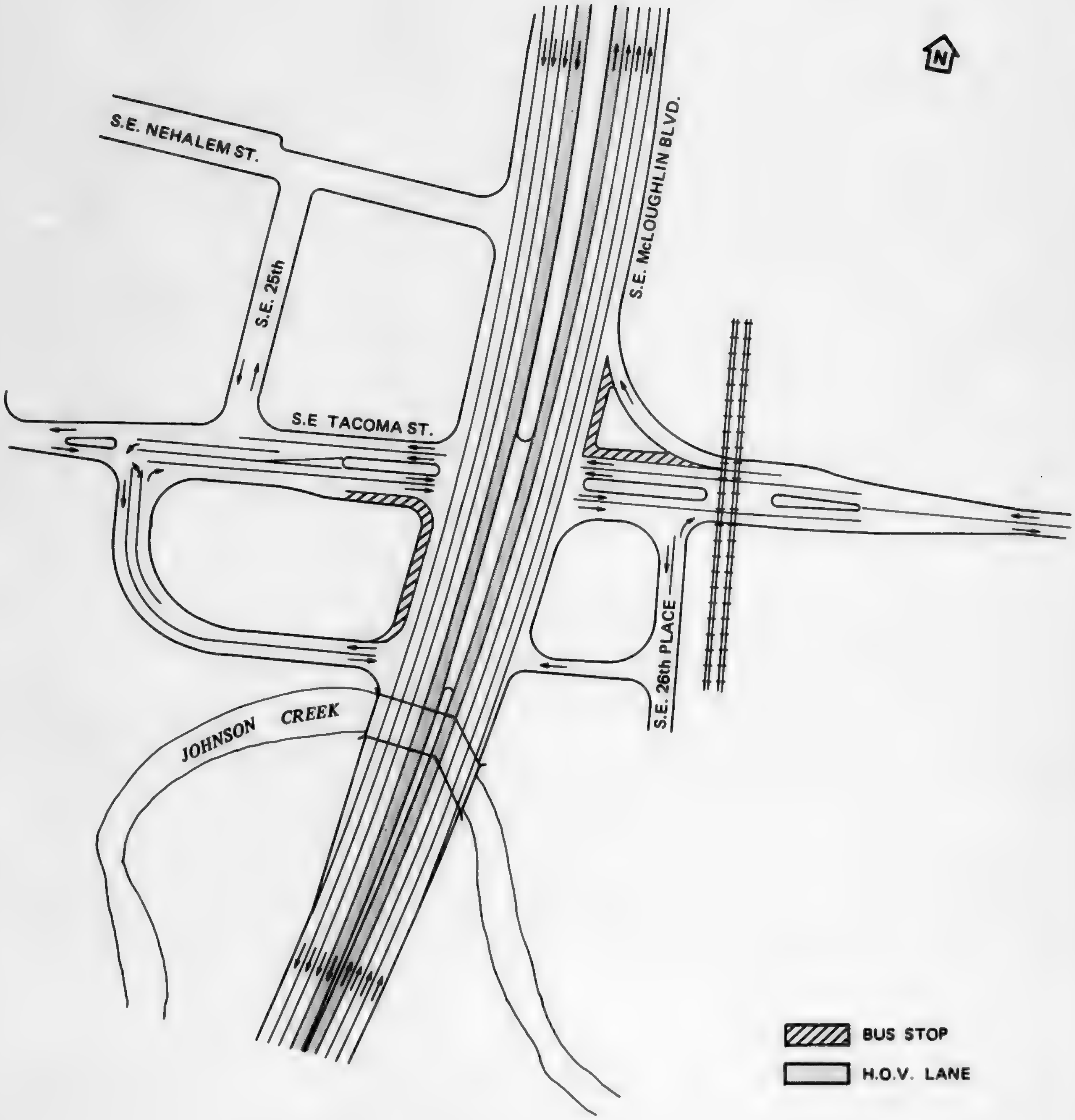

N
S.E. NEHALEM ST.
S.E. 25th
S.E TACOMA ST.
S.E. McLOUGHLIN BLVD.
S.E. 26th PLACE
JOHNSON CREEK
BUS STOP
H.O.V. LANE

FIGURE 4-F

S.E. OCHOCO AVE.

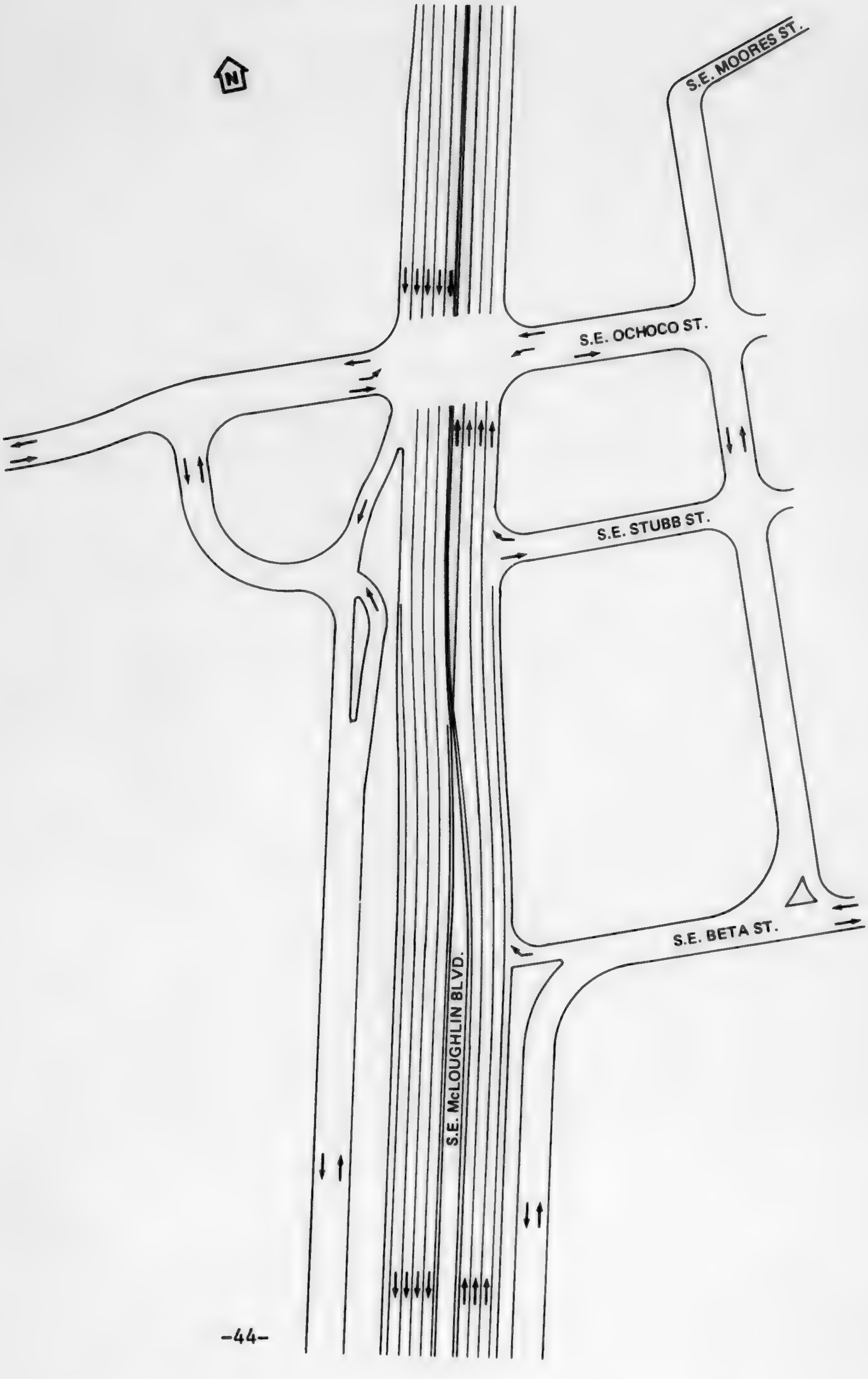
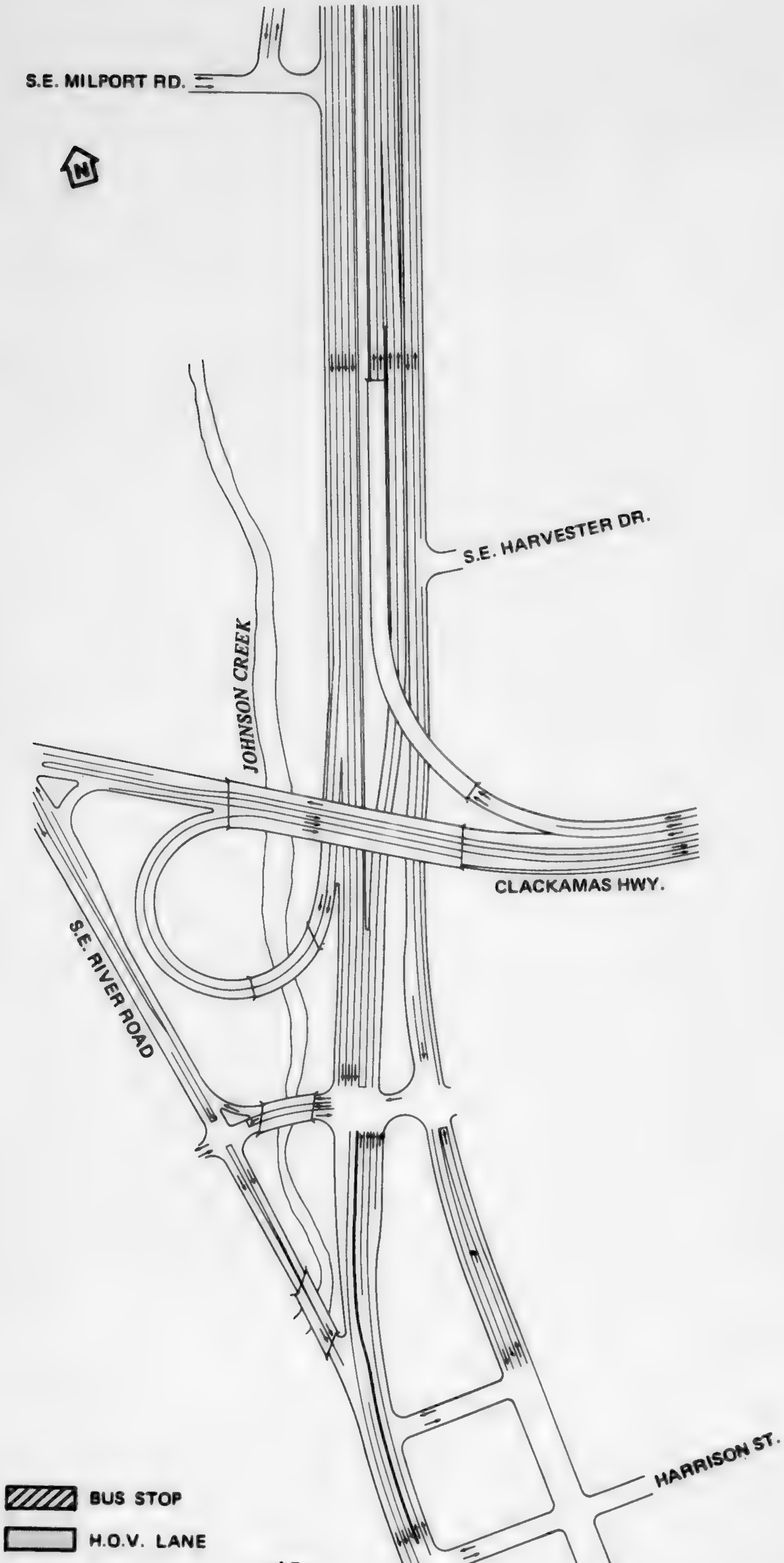
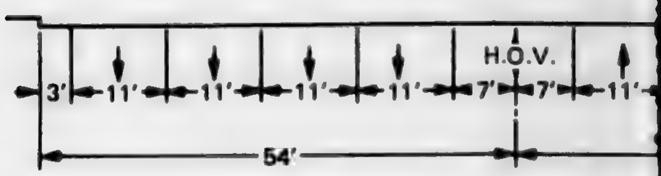

S.E. MOORES ST.
S.E. OCHOCO ST.
S.E. STUBB ST.
S.E. BETA ST.
S.E. McLOUGHLIN BLVD.
N

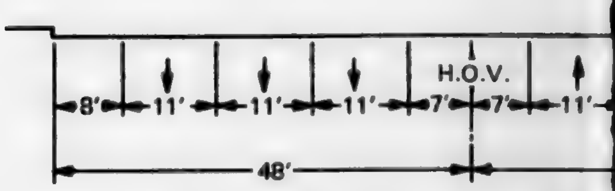
FIGURE 4-G

CLACKAMAS HIGHWAY

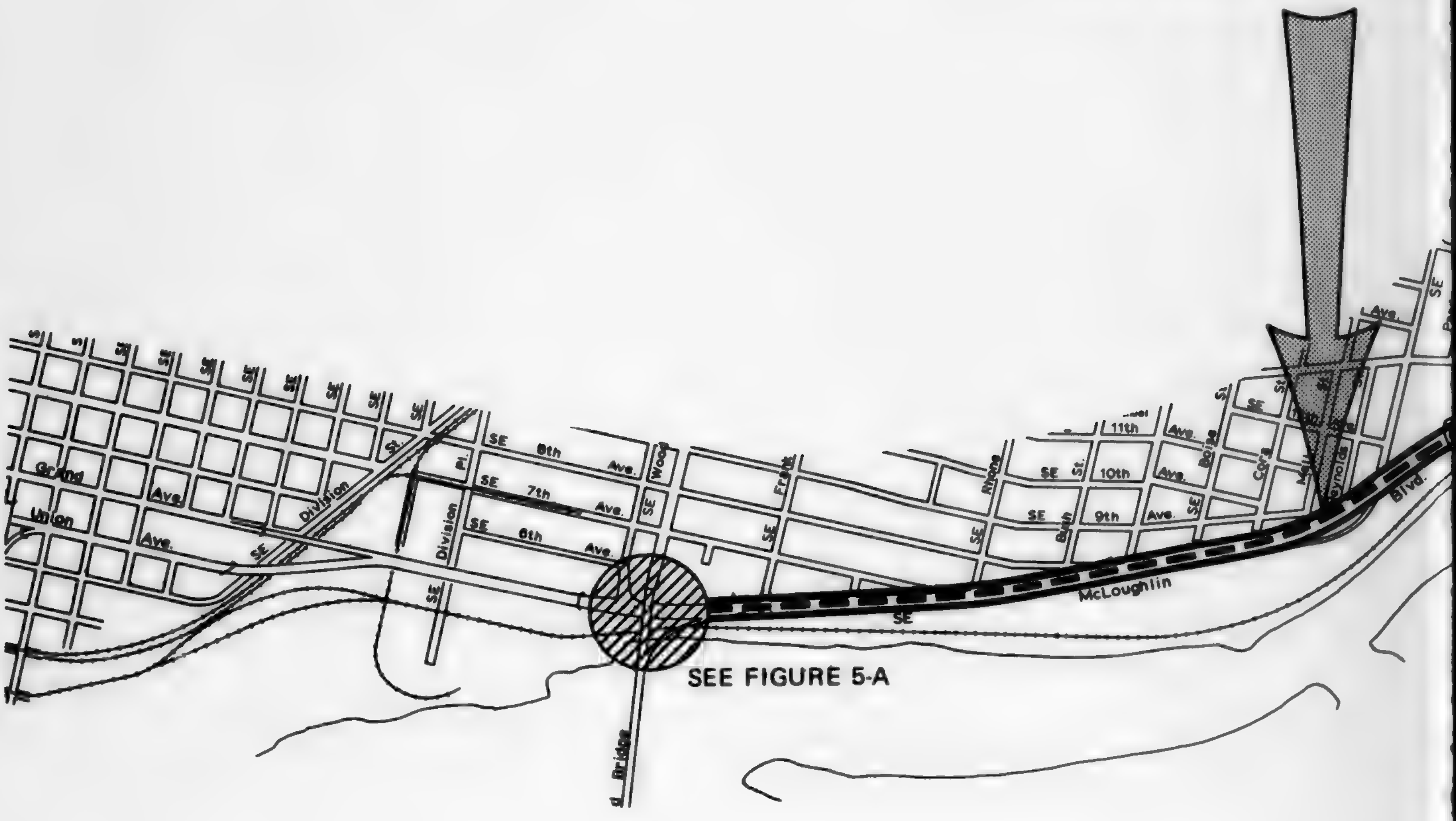

S.E. MILPORT RD.
N
S.E. HARVESTER DR.
JOHNSON CREEK
CLACKAMAS HWY.
S.E. RIVER ROAD
HARRISON ST.
▨ BUS STOP
☐ H.O.V. LANE


H.O.V.
3'
11'
11'
11'
11'
7'
7'
11'
54'

4-LANE REEDWAY ST. - ROSS


H.O.V.
8'
11'
11'
11'
7'
7'
11'
48'

3-LANE REEDWAY ST. - ROSS


Grand
Ave.
Union
Ave.
SE
Division
St.
SE
8th
Ave.
SE
7th
Ave.
SE
6th
Ave.
Division
Pl.
SE
Wood
Frank
Rhone
SE
11th
Ave.
SE
St.
10th
Ave.
SE
Bush
9th
Ave.
Boise
Cora
Reynolds
McLoughlin
Blvd.
SE
SEE FIGURE 5-A
Bridge

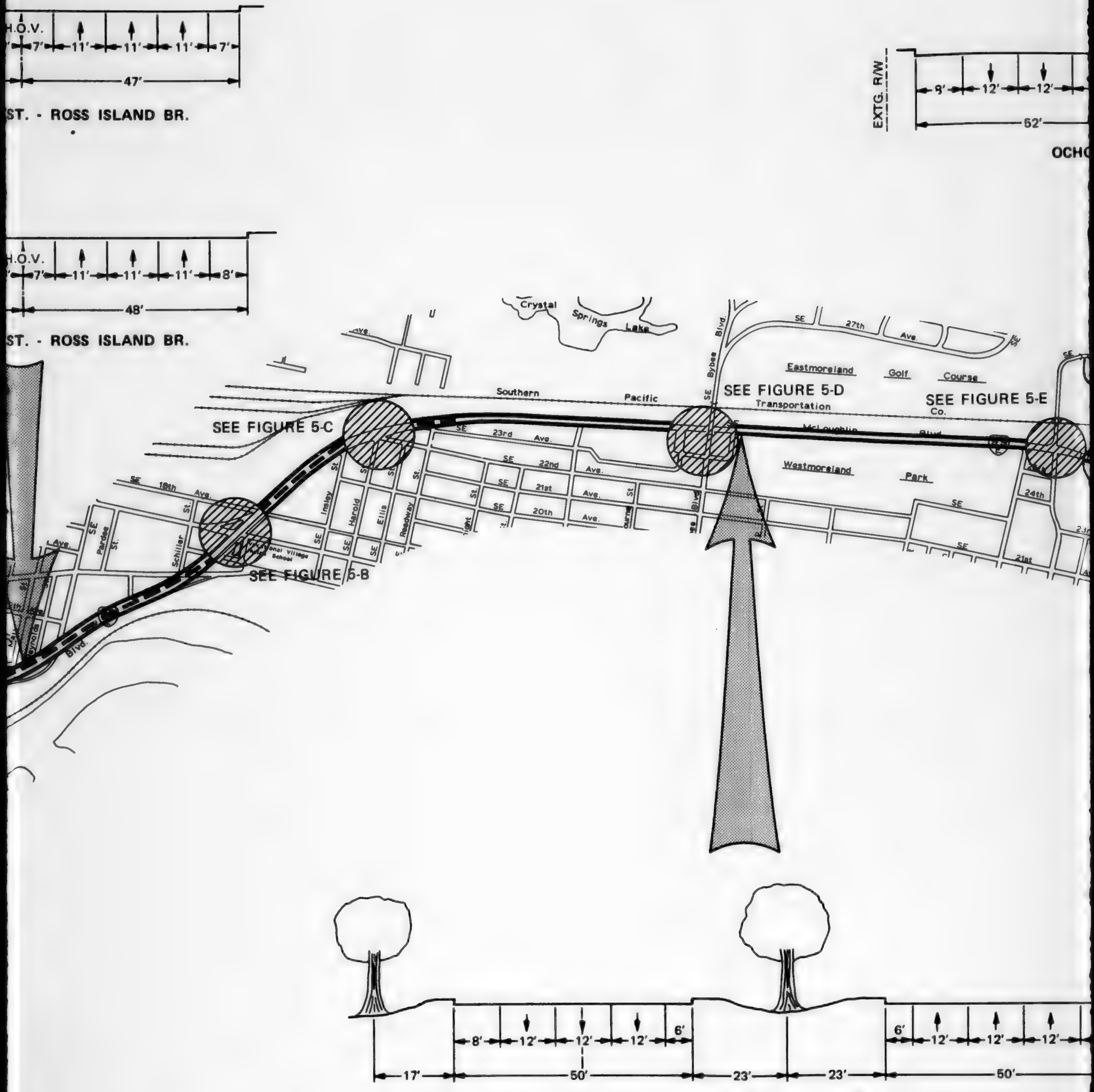

H.O.V.
7'
11'
11'
11'
7'
47'
ST. - ROSS ISLAND BR.
H.O.V.
7'
11'
11'
11'
8'
48'
ST. - ROSS ISLAND BR.
EXTG. R/W
9'
12'
12'
52'
OCHO
Crystal Springs Lake
Bybee Blvd.
SE 27th Ave.
Eastmoreland Golf Course
Southern Pacific Transportation Co.
SEE FIGURE 5-C
SEE FIGURE 5-D
SEE FIGURE 5-E
SEE FIGURE 5-B
McLoughlin Blvd.
SE 23rd Ave.
SE 22nd Ave.
SE 21st Ave.
SE 20th Ave.
SE 18th Ave.
Westmoreland Park
24th
SE 21st
Insley
Harold
Ellis
Reedway
Schiller St.
Pardee St.
Reynolds
Blvd.
8'
12'
12'
12'
6'
17'
50'
23'
23'
6'
12'
12'
12'
50'
TACOMA ST. - REEDWAY ST.

FIGURE 5

ALTERNATE 3

UNION - GRAND VIADUCT - S.E. RIVER
McLOUGHLIN BLVD.

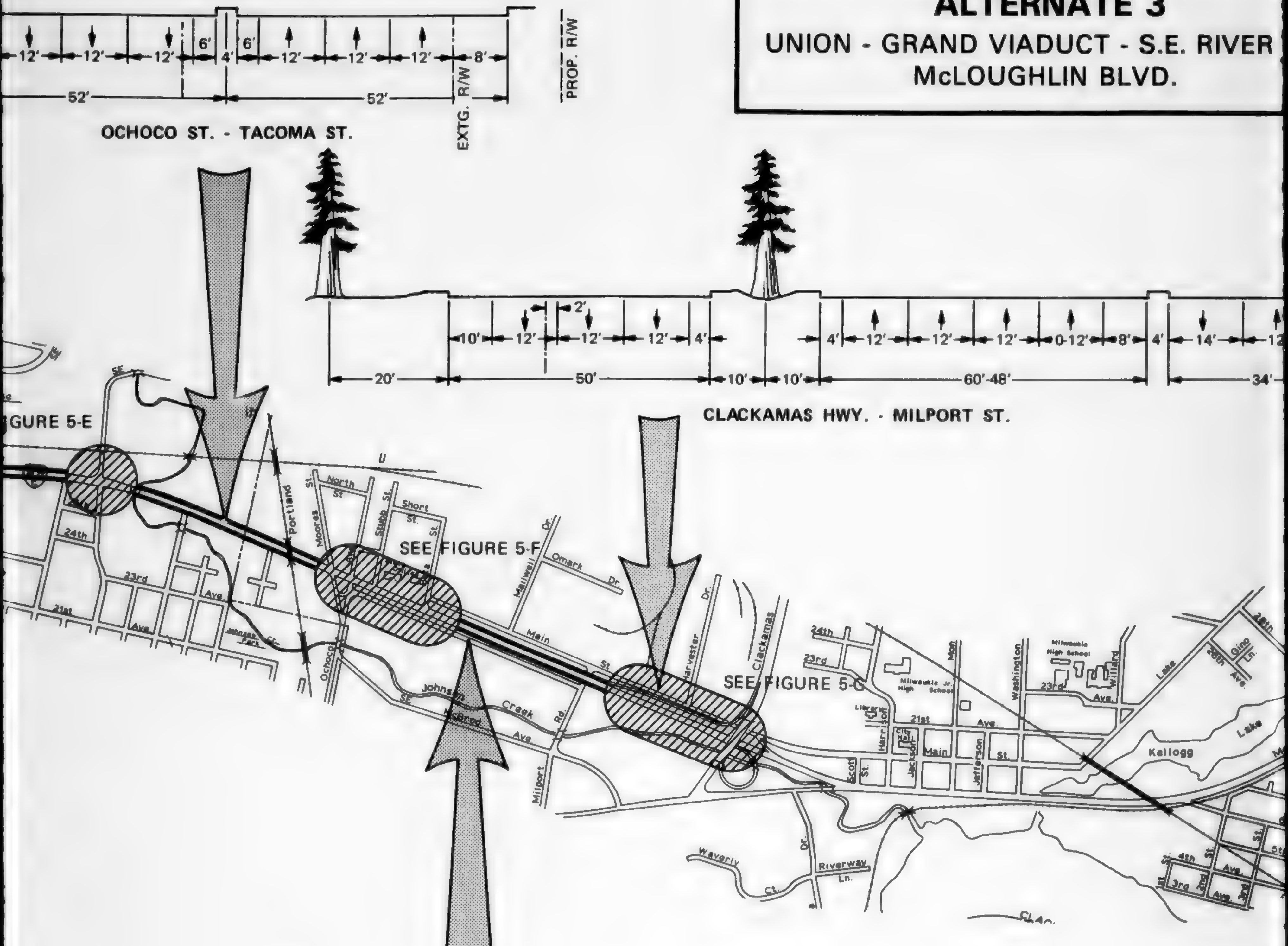

12'
12'
12'
6'
4'
6'
12'
12'
12'
8'
52'
52'
EXTG. R/W
PROP. R/W
OCHOCO ST. - TACOMA ST.
10'
12'
2'
12'
12'
4'
4'
12'
12'
12'
0-12'
8'
4'
14'
20'
50'
10'
10'
60'-48'
34'
CLACKAMAS HWY. - MILPORT ST.
FIGURE 5-E
SEE FIGURE 5-F
SEE FIGURE 5-G
24th
23rd
Ave.
21st
Ave.
Portland
Moores St.
North St.
Stubb St.
Short St.
Ochoco
Johnson Creek
Main St.
Omark Dr.
Mailwell Dr.
Johnson Creek Rd.
McBrod Ave.
Milport
Harvester Dr.
Clackamas
24th
23rd
Milwaukie Jr. High School
Milwaukie High School
Library
City Hall
Harrison
Jackson
Scott St.
Main
21st Ave.
Jefferson
Washington
Monroe
23rd Ave.
Willard
Lake
28th Ave.
Kellogg
Lake
Waverly Ct.
Riverway Ln.
Dr.
4th Ave.
3rd Ave.
1st
2nd
3rd
12'
12'
8'
50'
8'
12'
12'
2'
12'
12'
4'
14'
14'
5'
14'
14'
4'
14'
12'
10'
60'
10'
10'
61'
34'
MILPORT ST. - OCHOCO ST.

FIGURE 5

ALTERNATE 3

UNION - GRAND VIADUCT - S.E. RIVER RD. McLOUGHLIN BLVD.

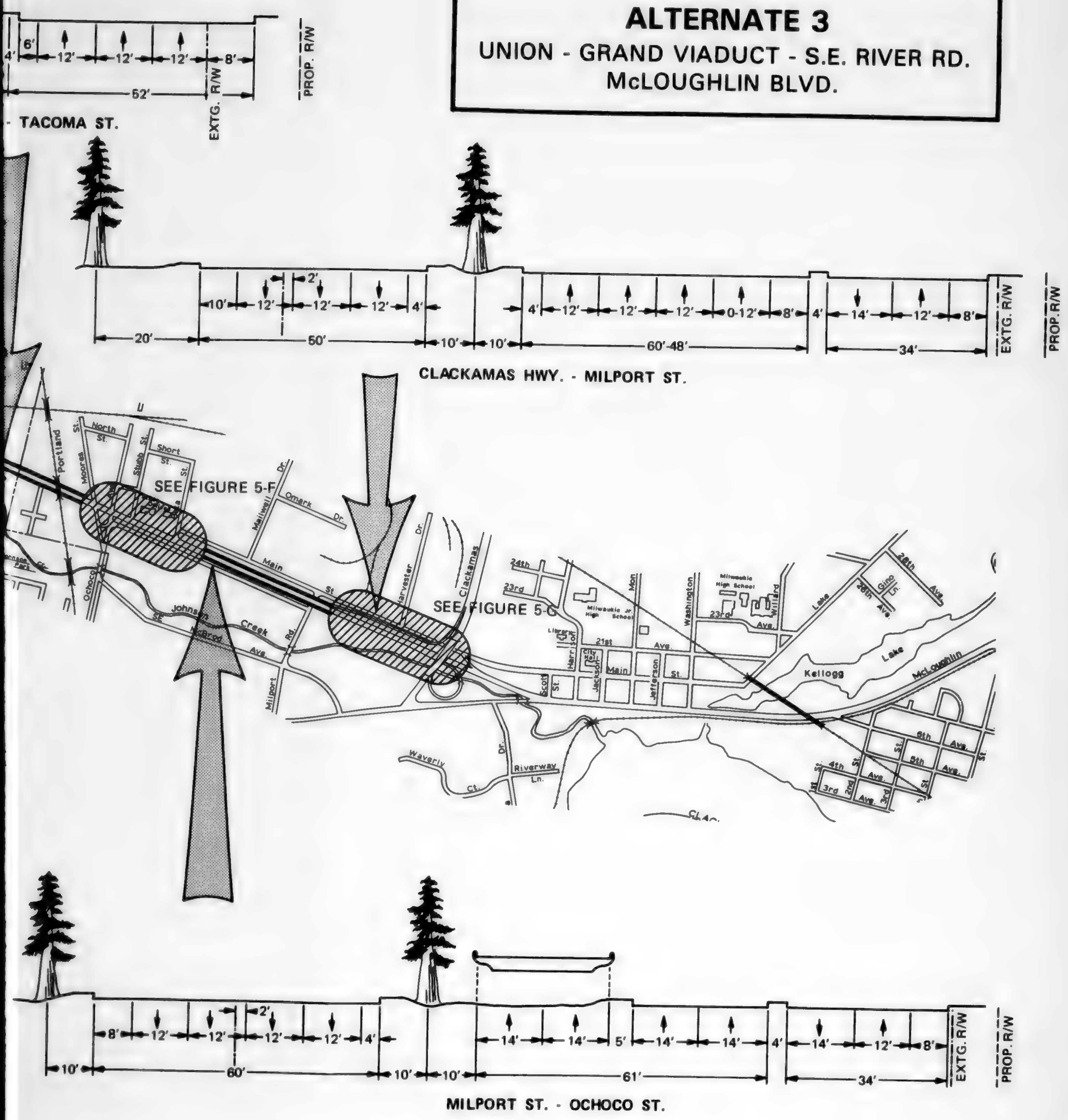

4'
6'
12'
12'
12'
8'
52'
EXTG. R/W
PROP. R/W
- TACOMA ST.
10'
12'
2'
12'
12'
4'
20'
50'
10'
10'
4'
12'
12'
12'
0-12'
8'
4'
14'
12'
8'
60'-48'
34'
EXTG. R/W
PROP. R/W
CLACKAMAS HWY. - MILPORT ST.
North St.
Moores St.
Portland
Stubb St.
Short St.
St.
SEE FIGURE 5-F
Mailwell Dr.
Omark Dr.
Main St
Ochoco
SE Johnson Creek
McBrod Ave.
Rd.
Milport
Harvester Dr.
Clackamas
SEE FIGURE 5-G
24th
23rd
Milwaukie Jr. High School
Library
Harrison
City Hall
Jackson
Main St.
21st Ave.
Mon
Washington
Jefferson
Scott St.
Milwaukie High School
23rd Ave.
Willard
Lake
28th Ave.
26th Ave.
Gino Ln.
Kellogg Lake
McLoughlin
6th Ave.
5th Ave.
4th Ave.
3rd Ave.
1st St.
2nd St.
3rd
St.
Waverly Ct.
Dr.
Riverway Ln.
Clac
8'
12'
12'
2'
12'
12'
4'
10'
60'
10'
10'
14'
14'
5'
14'
14'
4'
14'
12'
8'
61'
34'
EXTG. R/W
PROP. R/W
MILPORT ST. - OCHOCO ST.

FIGURE 5-A

ROSS ISLAND BRIDGE - POWELL BLVD.

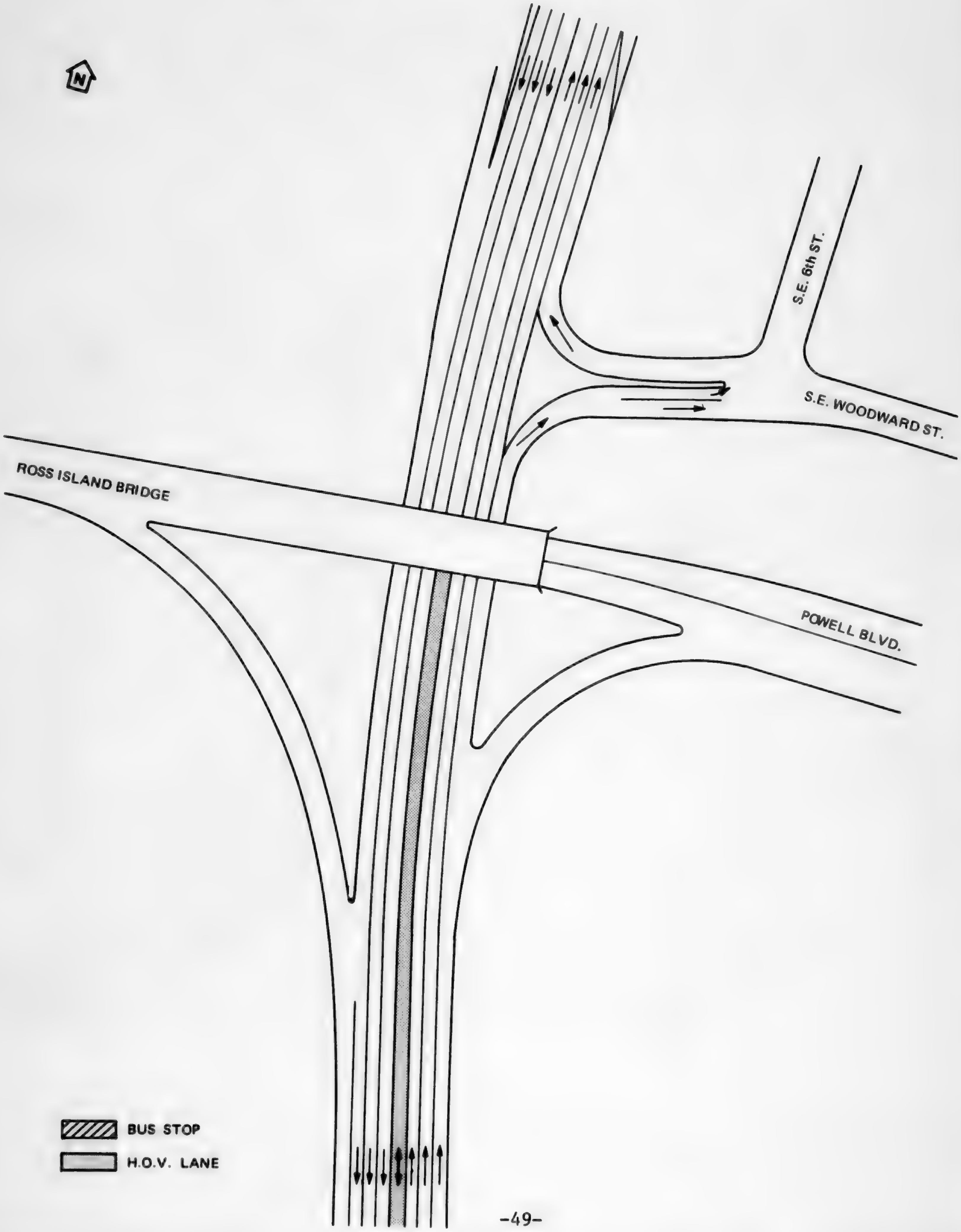

N
S.E. 6th ST.
S.E. WOODWARD ST.
ROSS ISLAND BRIDGE
POWELL BLVD.
BUS STOP
H.O.V. LANE

FIGURE 5-B

S.E. 17TH AVE.

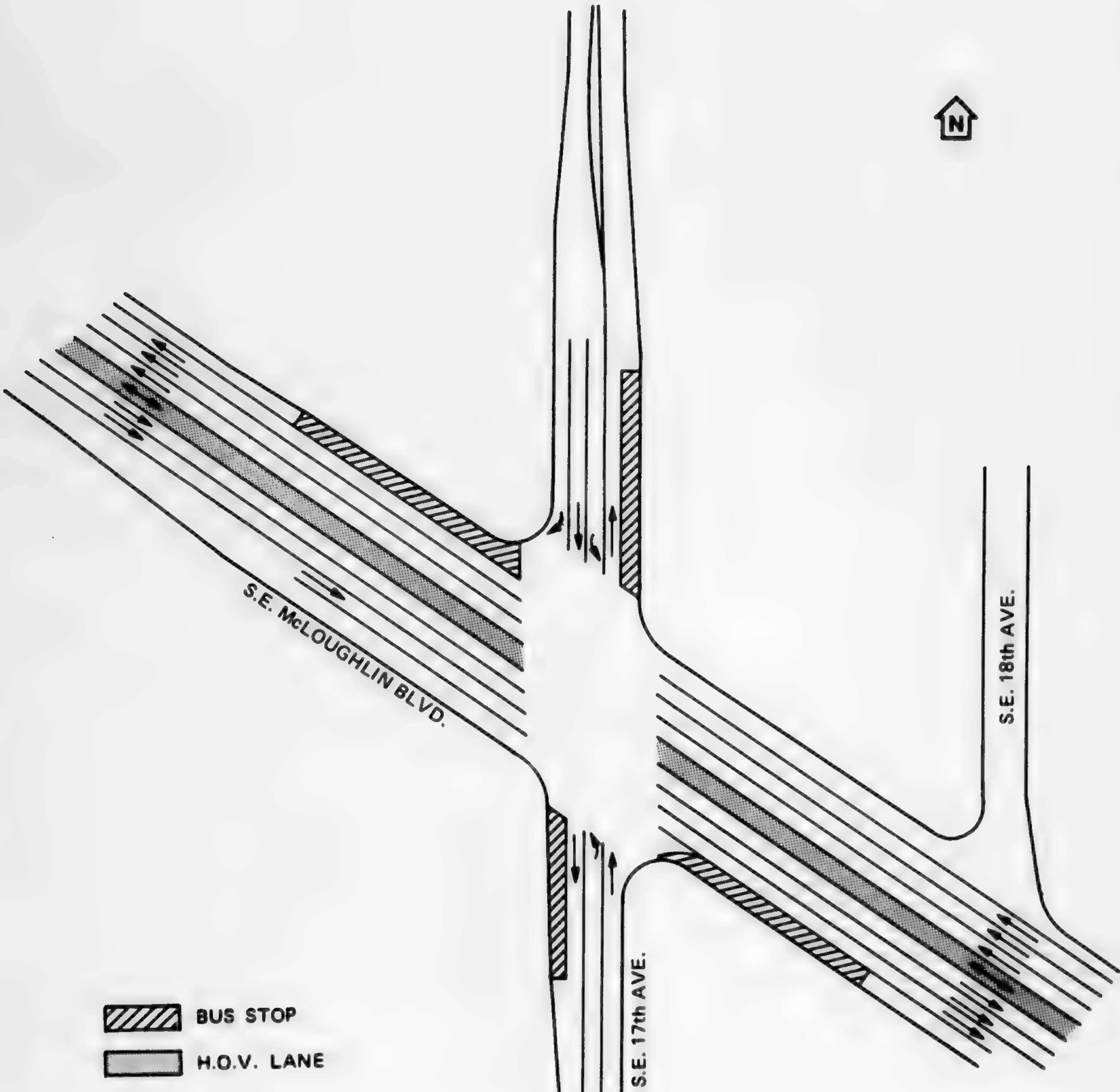

S.E. McLOUGHLIN BLVD.
S.E. 18th AVE.
S.E. 17th AVE.
N
BUS STOP
H.O.V. LANE

FIGURE 5-C

S.E. HAROLD ST.

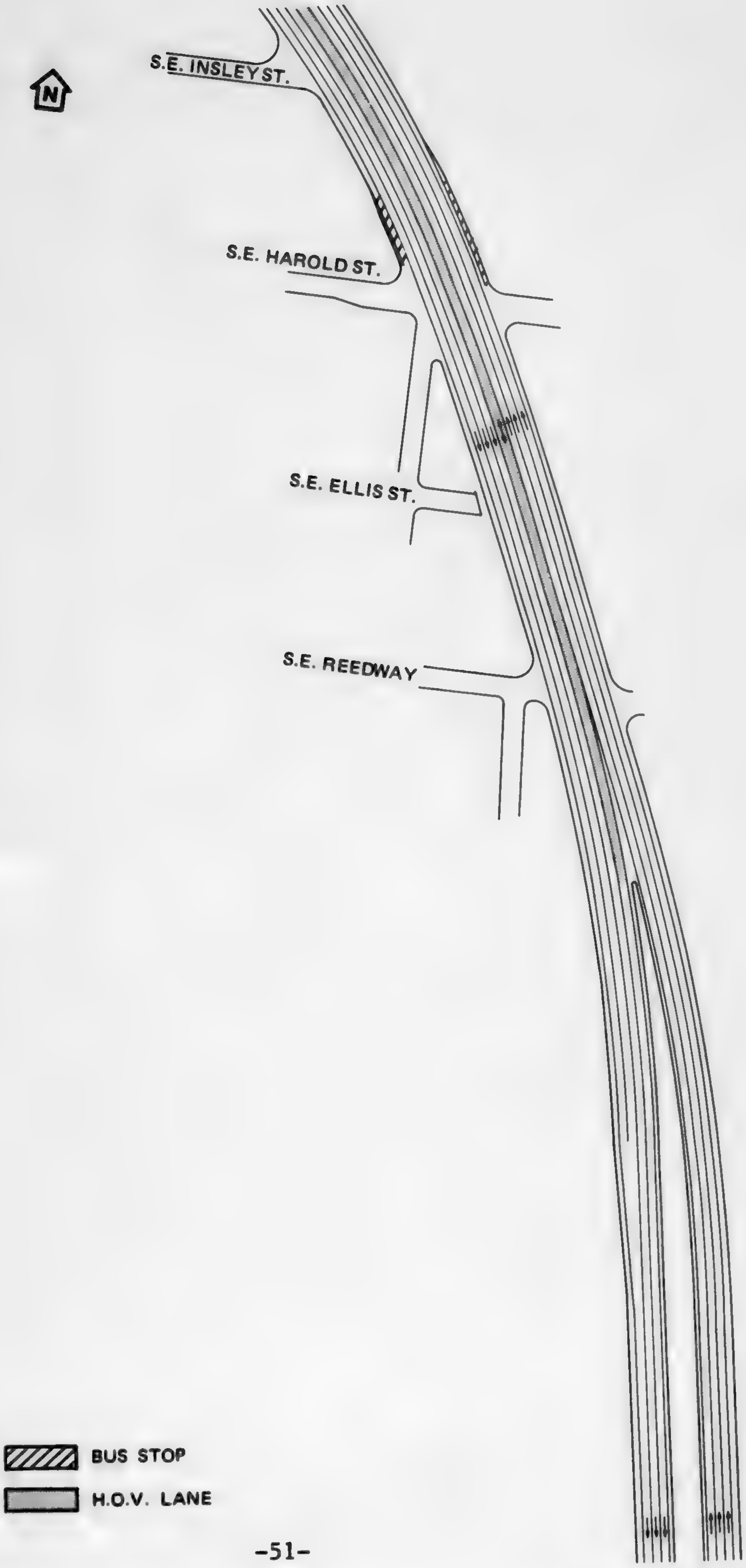

S.E. INSLEY ST.
N
S.E. HAROLD ST.
S.E. ELLIS ST.
S.E. REEDWAY
BUS STOP
H.O.V. LANE

FIGURE 5-D

S.E. BYBEE BLVD.

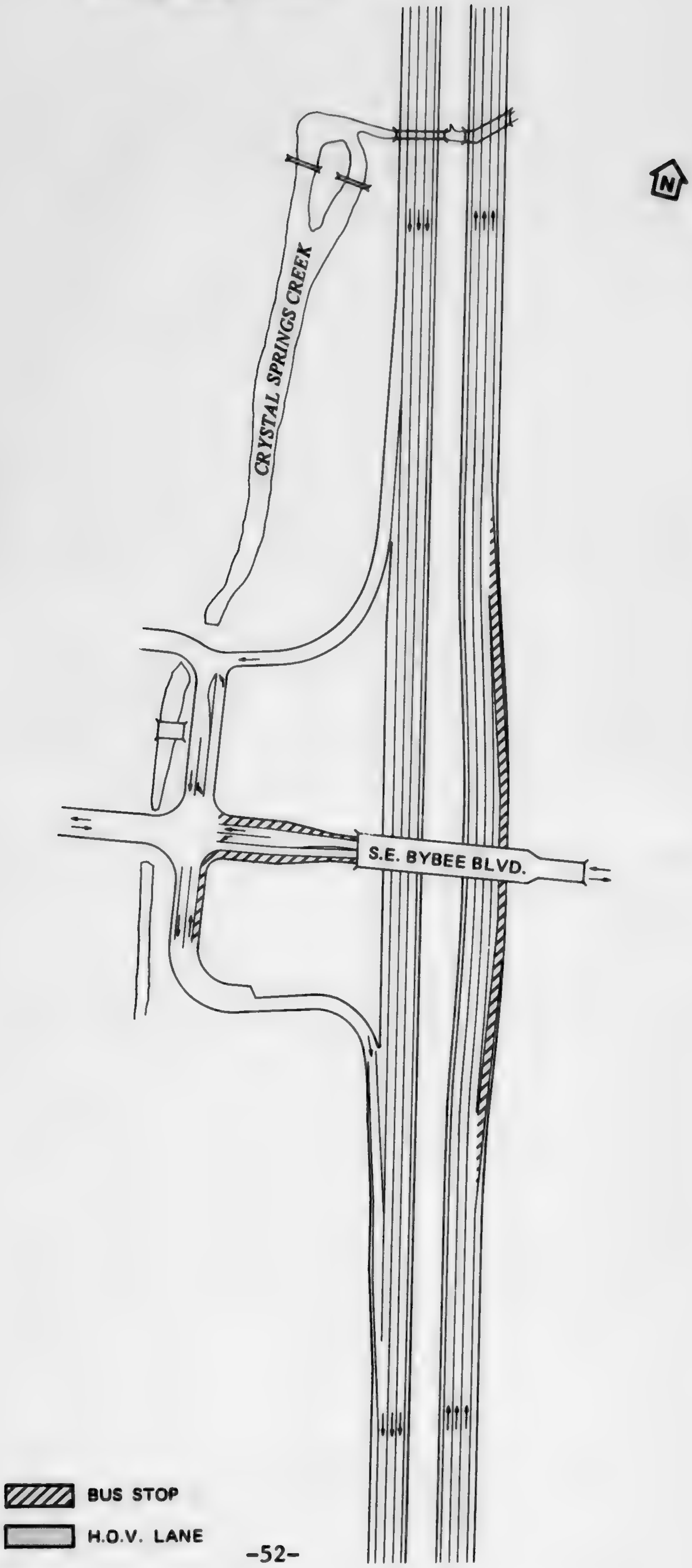

CRYSTAL SPRINGS CREEK
S.E. BYBEE BLVD.
N
▨ BUS STOP
▭ H.O.V. LANE

FIGURE 5-E

S.E. TACOMA BLVD.

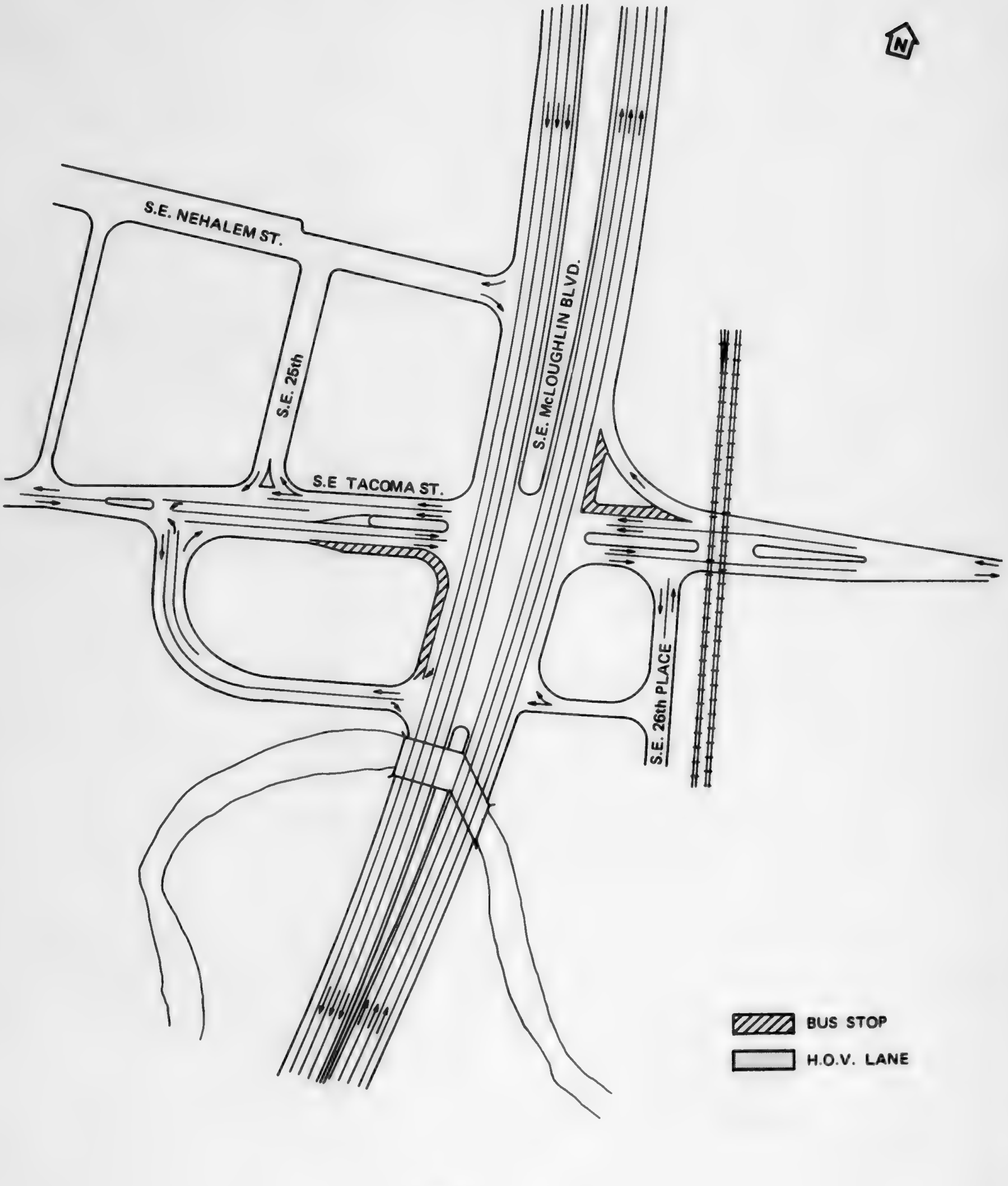

S.E. NEHALEM ST.
S.E. 25th
S.E TACOMA ST.
S.E. McLOUGHLIN BLVD.
S.E. 26th PLACE
N
▨ BUS STOP
☐ H.O.V. LANE

FIGURE 5-F

S.E. OCHOCO AVE.

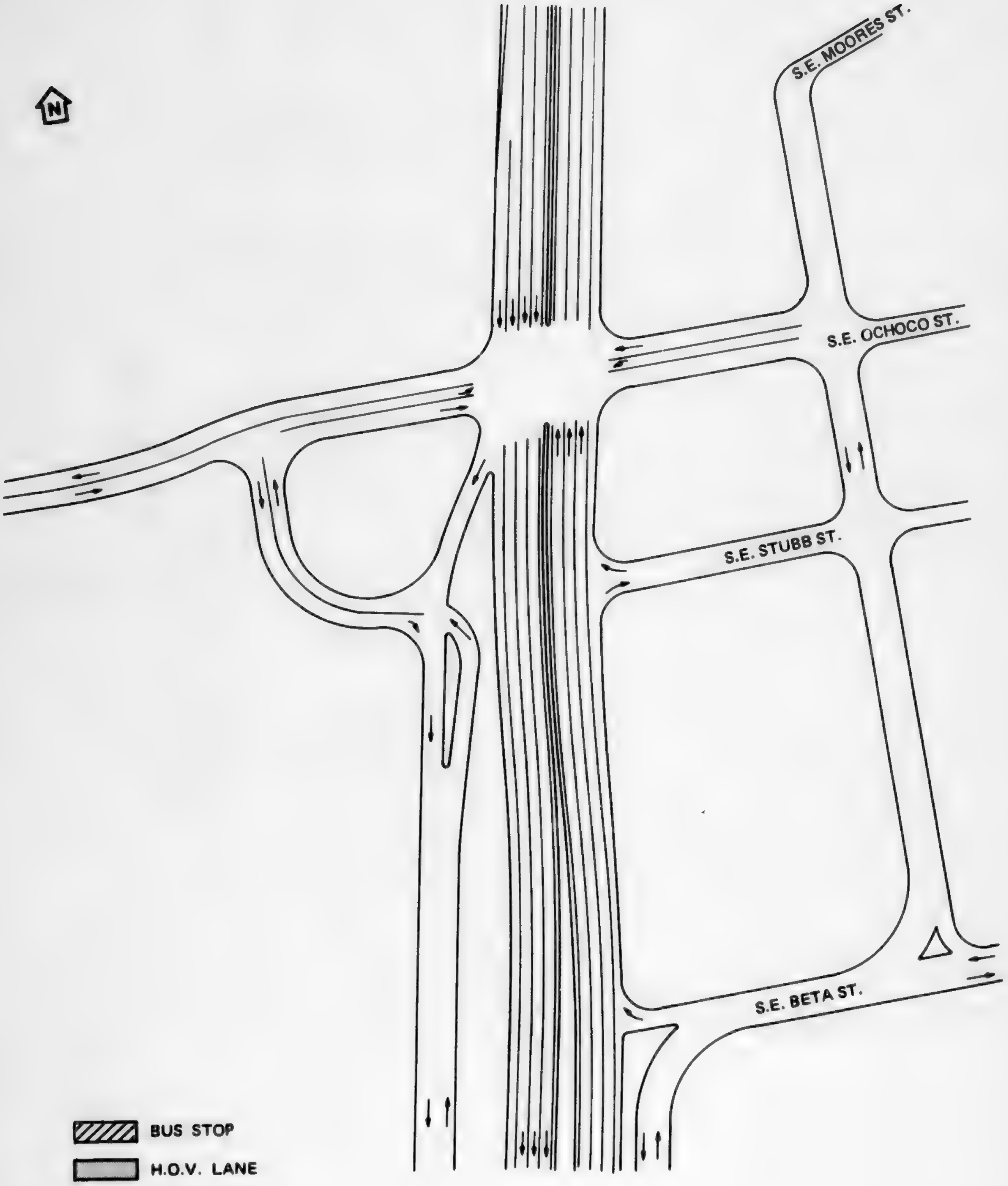

N
S.E. MOORES ST.
S.E. OCHOCO ST.
S.E. STUBB ST.
S.E. BETA ST.
▨ BUS STOP
▒ H.O.V. LANE

FIGURE 5-G

CLACKAMAS HIGHWAY

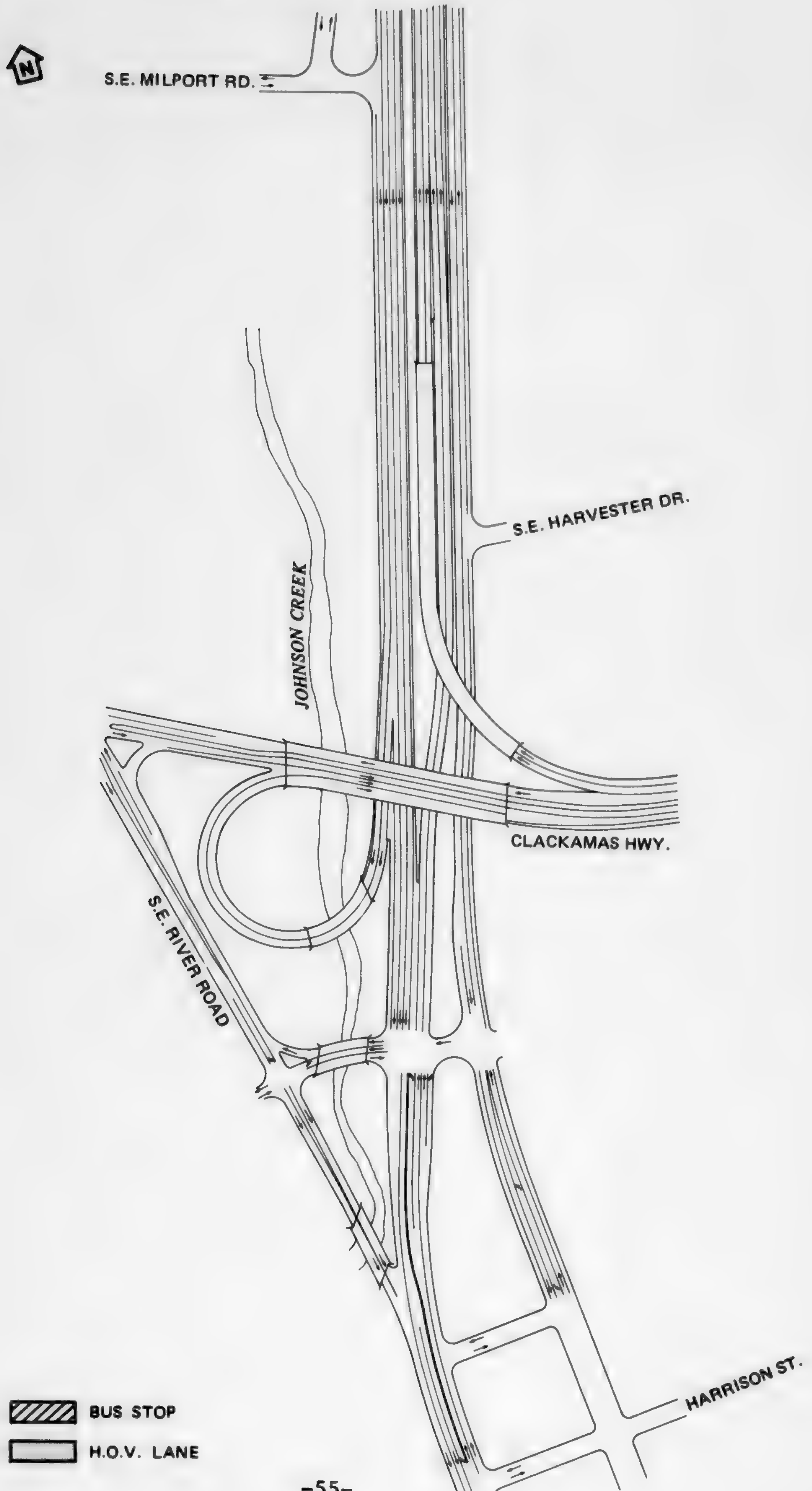
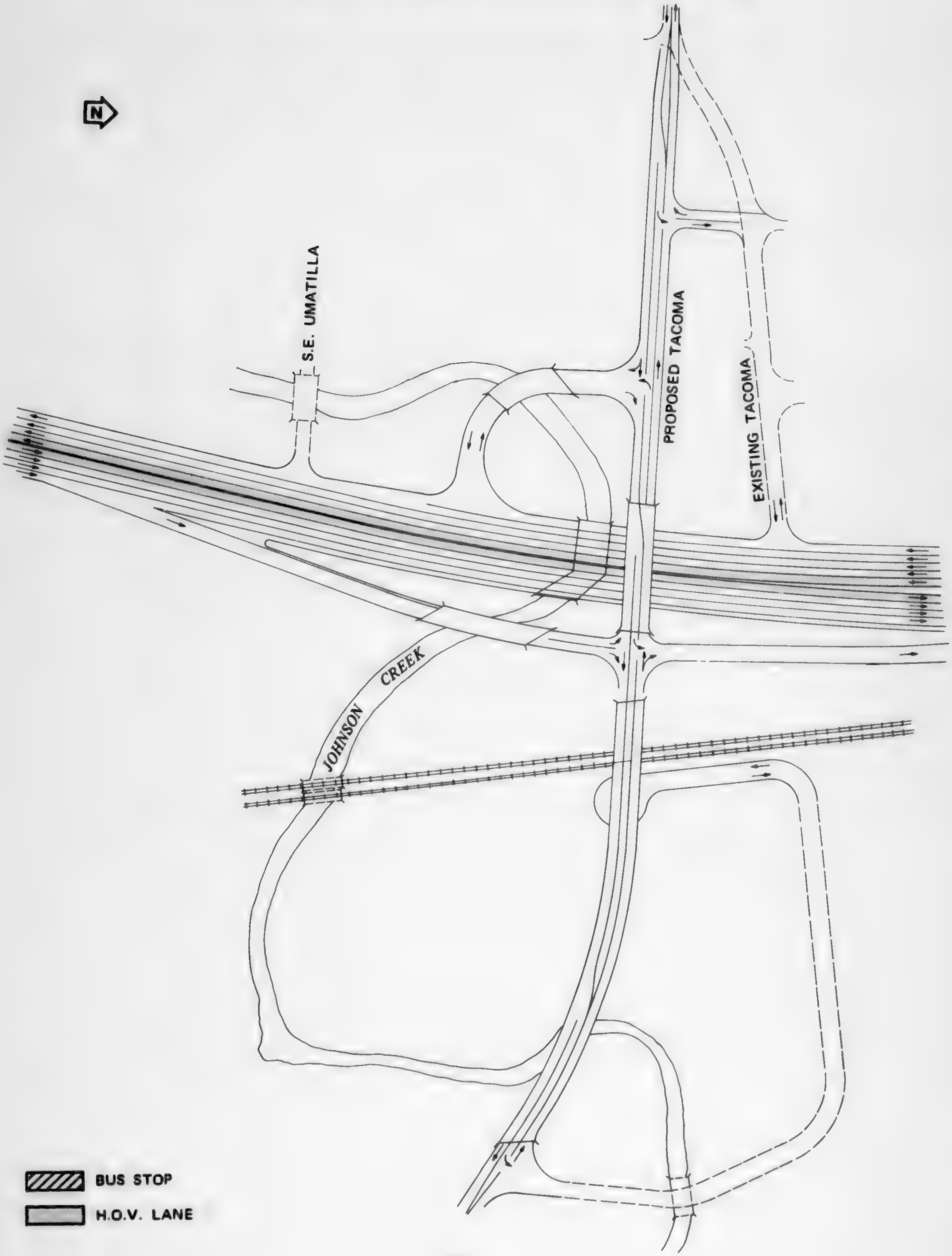

N
S.E. MILPORT RD.
S.E. HARVESTER DR.
JOHNSON CREEK
CLACKAMAS HWY.
S.E. RIVER ROAD
HARRISON ST.
BUS STOP
H.O.V. LANE

FIGURE 6

TACOMA OVERCROSSING OPTION


N
S.E. UMATILLA
PROPOSED TACOMA
EXISTING TACOMA
JOHNSON CREEK
BUS STOP
H.O.V. LANE

AFFECTED ENVIRONMENT

Transportation

TRANSPORTATION PLANNING

The Metropolitan Service District (METRO) is the regional coordinator for transportation planning in the Portland metropolitan area. Tri-Met, a municipal corporation established to operate the transit district for Multnomah, Washington, and Clackamas Counties, is also responsible for planning the public transit system.

METRO is in the process of developing the Regional Transportation Plan (RTP). Until it is adopted, the Interim Transportation Plan (ITP) adopted in 1975, is in force.

The ITP emphasizes the role of transit and auto travel in providing high quality mobility in the urban area. Investments of public capital for express transit facilities are recommended in the Oregon City corridor, which encompasses this project.

The second draft of the RTP was completed by METRO in August 1980. The main goal identified in the draft is to reduce dependence on the single-occupant automobile. Among the policies supporting this goal are: expansion and revisions of transit service; promotion of carpools and vanpools; encouragement of land use and development patterns that are compatible with transit service; and improvment to make bicycling and walking safer and more convenient. The proposed policy framework of the plan states that existing highways should be used as efficiently as possible, and before major new capital investments are considered, alternatives should be investigated that would either reduce traffic or increase the ability of existing highways to move people. According to the draft RTP, major highway improvements for auto travel areonly to be made where transit cannot meet the area's needs in a cost-effective manner.

As in the Interim Transportation Plan, the draft Regional Transportation Plan identifies McLoughlin Boulevard's functional classification as a principal arterial. It is considered a major traffic route connecting activities of major regional signficance to state routes leaving the region. Access to abutting land uses is a minor role of a principal arterial. The draft RTP also classifies McLoughlin Boulevard as a regional transitway and a sub-regional trunk route. A regional transitway is intended to connect downtown Portland and major suburban activity centers; serve longer trips with high speed, high capacity service; and give preferential treatment to buses or upgrade the facility to an exclusive transitway as needed for speed or capacity. A subregional transit trunk route connects major concentrations of development to downtown Portland and suburban activity centers, serving intermediate length trips.

Major capital improvements identified in the draft RTP include: construction of two additional mixed traffic lanes along McLoughlin Boulevard from Reedway to Highway 224; construction of a reserved lane for buses and possibly carpools along McLoughlin Boulevard between Powell Boulevard and Highway 224; and protection for the long-range development of light rail transit (LRT). METRO has recently completed an analysis of the major transportation corridors in an attempt to quantify existing and future problems and opportunities. In September, 1980, the Council of the Metropolitan Service District adopted the McLoughlin Boulevard Improvement Strategy (Staff Report No. 69, July 25, 1980). This report indicates that light rail transit is not feasible at this time, but recommends that future LRT construction be protected by designing bus/carpool lane(s) to be converted to LRT, and/or reserving right-of-way for LRT in the event McLoughlin Boulevard is selected as the preferred route north of Milwaukie. A combination of highway and transit improvements were recommended as interim measures.

FUTURE PUBLIC TRANSIT

Planning instruments affecting this project include the Tri-Met (Tri-County Metropolitan Transportation District) adopted goals for 1990, and the Tri-Met Five-Year Transit Development Program, Fiscal Years 1981-1985 (September, 1980). Existing public transit was described in the Purpose and Need Section. Because the transit element is critical to the success of the project and the major difference between the alternatives is their handling of transit, the future system is described. By 1982, transit service in the Southern Corridor* will center around two "trunklines" to downtown Portland. These main lines will provide frequent service in both directions of travel throughout the Southern Corridor, linking Timed Transfer Centers in Milwaukie, Oregon City, and Clackamas Town Center. These transit centers will also be served by a network of local feeder routes providing direct service to neighborhoods and transfer opportunities to the trunklines and to each other. They will operate every 30 minutes during base periods, with more frequent service during peak hours. Trunkline service will operate on McLoughlin Boulevard both north and south of Milwaukie in both directions. During peak hours, additional trunk capacity will be provided in the peak direction offering service every 5-10 minutes, some of which may be provided by extending local routes to downtown Portland via McLoughlin.

This general concept--trunklines serving transit stations and major destinations, supplemented by local feeder lines--will establish a multi-destinational transit service which is responsive to the varied travel demands characteristic of this corridor.

Under this service plan two regional trunk routes will operate from Downtown Portland to the Milwaukie Transit Center where they will provide timed connections with nine local lines. Among these local lines will be a crosstown route linking Clackamas Town Center and the Milwaukie Transit Center with the Westside via the Sellwood Bridge. Beyond the Milwaukie Transit Center the lines will split, one line operating east via International Way and Harmony Road to Clackamas Town Center, and one line operating south via McLoughlin Boulevard to Gladstone and Oregon City. Base service frequency on each of the two lines will be 30 minutes, so that a combined base period trunk headway of 15 minutes will be offered between Milwaukie and Downtown Portland. More frequent service will be offered during peak hours.

---

*The Southern Corridor includes McLoughlin Boulevard and lines on other streets, for example Milwaukie and 17th Avenues.

The trunkline service on McLoughlin, like other regional trunk lines, will not be a non-stop "express" service. Rather it will be a frequently operated all-day, higher-capacity route, probably using articulated buses, and making intermediate stops at principal streets and transfer points. Between Milwaukie and Portland the important stops are Ochoco, Tacoma, Bybee, Harold, 17th and Grand, and Mill. These will allow passengers to make transfer connections to destinations in Southeast Portland and the inner Eastside.

The Milwaukie station will be developed as a major transit center where the trunkline service can connect with local routes and provide access to businesses in downtown Milwaukie. It will be a timed transfer facility with as many as ten transit lines serving the station, offering passengers access to a wide variety of destinations. The Milwaukie station will act as the hub of the Southern corridor network with direct trunk links to Oregon City and Clackamas Town Center.

The Tacoma Street stop will allow for transfers from the McLoughlin trunklines to an eventual route crossing the Sellwood Bridge and terminating at the Burlingame Transit Station. This route would also provide local service to the north Milwaukie area. The Bybee Boulevard stop will eventually permit transfers from the McLoughlin trunk lines to a crosstown route traveling east to Woodstock and west across the Sellwood Bridge. At Harold Street a stop would serve industrial uses (i.e., Southern Pacific) and the immediate residential neighborhood.

The 17th Avenue stop would serve primarily as a connection between McLoughlin trunkline service and transit service to the inner eastside of Portland on 17th Avenue (continuing to Lloyd Center and Swan Island). The stop is also within walking distance of the Milwaukie overpass which is already equipped with a stairway, allowing for transfers to buses on Milwaukie Avenue as well.

Regionally, trunk service is planned for the Union-Grand couplet and I-205. Expanded east/west crosstown service is planned for north and northeast Portland and new east/west local lines connecting McLoughlin and I-205 will operate between Milwaukie and Oregon City.

BICYCLE AND PEDESTRIAN PATHS

The Greenway Trail is the only marked bikepath in the study area. The Arterial Streets Classification Policy delineates Milwaukie Avenue, 17th Avenue, 16th Avenue, and Bybee Avenue as proposed bikeway routes.

Pedestrian travel is provided for extensively throughout the study area including the provision of sidewalks along McLoughlin Boulevard.

RAILROADS

The mainline for Southern Pacific Transportation Company runs parallel to McLoughlin Boulevard between Harold and Tacoma Streets. It crosses Tacoma Street at grade and blocks traffic at this crossing for up to 20 percent of the day.

Portland Traction Company, jointly owned by Southern Pacific and Union Pacific, operates one train a day, five days a week on a railroad overcrossing of McLoughlin Boulevard.

Social Environment

EXISTING LAND USE

There are five general areas encompassing this project: the Central Eastside Industrial Area, the Brooklyn Neighborhood and Industrial Area, Westmoreland Neighborhood Area, Eastmoreland Neighborhood Area, and Milwaukie. Existing land use in the project vicinity is shown in Figure 7.

Most industrial uses are concentrated in three areas along the project. General industrial and light manufacturing are the major uses north of Powell Boulevard in the Central Eastside Industrial Area. The Brooklyn Industrial Area contains a significant amount of heavy industrial land use east of 17th Avenue. Also a significant amount of heavy industrial land use is located along McLoughlin Boulevard in north Milwaukie, a city containing one of the greatest concentrations of warehousing and distribution industries in the region.

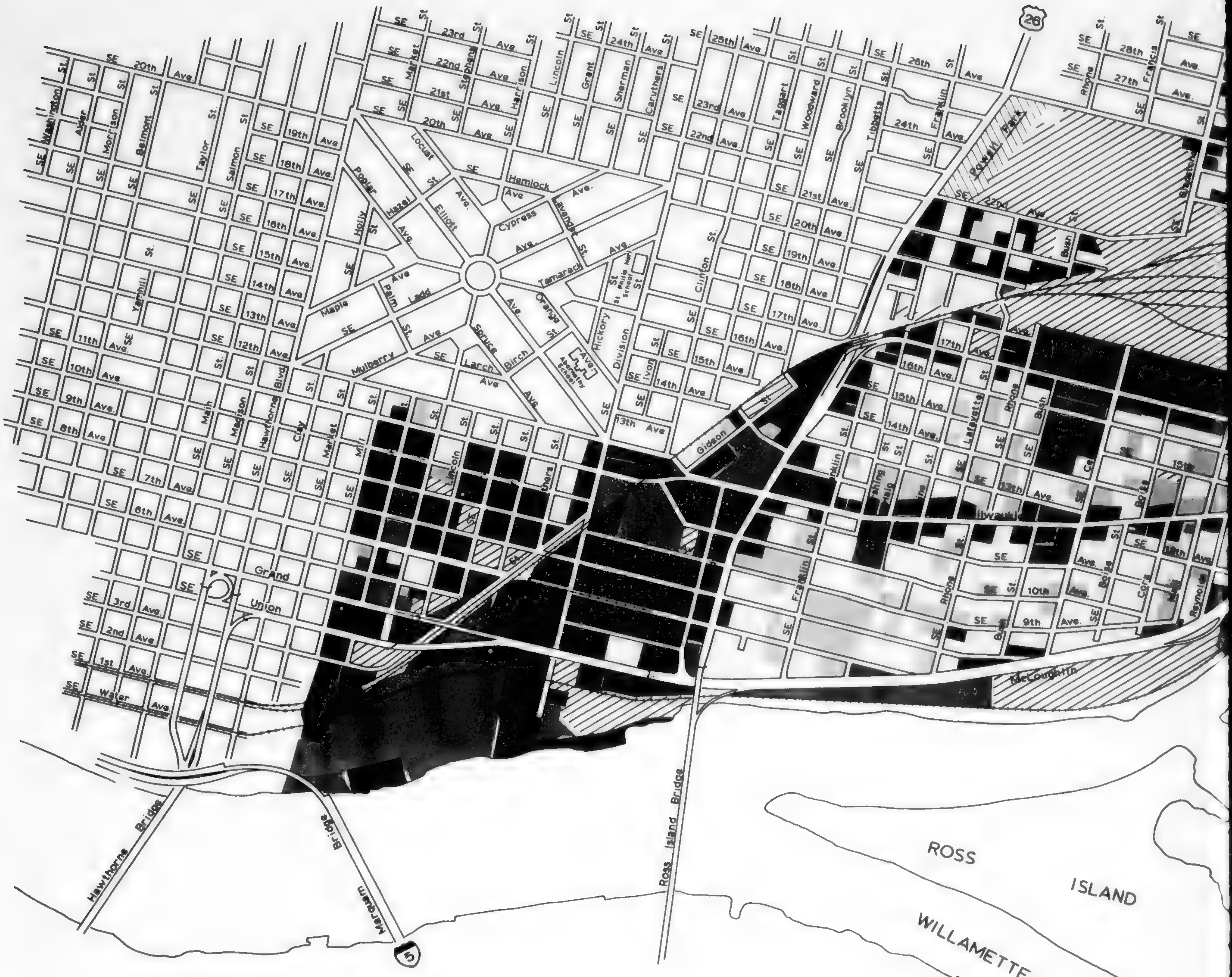
Commercial use in the project vicinity in basically strip commercial development concentrated along Powell Boulevard, Milwaukie Avenue, and 17th Avenue. Most commercial use abutting McLoughlin Boulevard lies between Holgate Boulevard and Reedway Street, or south of Nehalem Street.

Residential uses are predominant in the Brooklyn neighborhood area north of Holgate Boulevard and west of 17th Avenue, in the Westmoreland and Eastmoreland neighborhoods, and west of River Road in Milwaukie. New housing construction is not allowed within the general and heavy manufacturing zones. Existing housing in these zones will probably continue to be replaced gradually.

Among the most significant public/semi-public uses along McLoughlin Boulevard are Westmoreland Park (includes tennis courts at the Bybee Boulevard overcrossing) and Eastmoreland Golf Course. Reed College borders the golf course to the east. A number of other public agencies and non-profit organizations are located in the project vicinity, including several schools, parks, fire stations, and hospitals. Specific public facilities and institutions are identified in the Sociology Research Report.

Vacant property is scattered throughout the project vicinity. A significant amount of vacant land in natural vegetation (about 14.7 acres) lies adjacent to McLoughlin Boulevard.

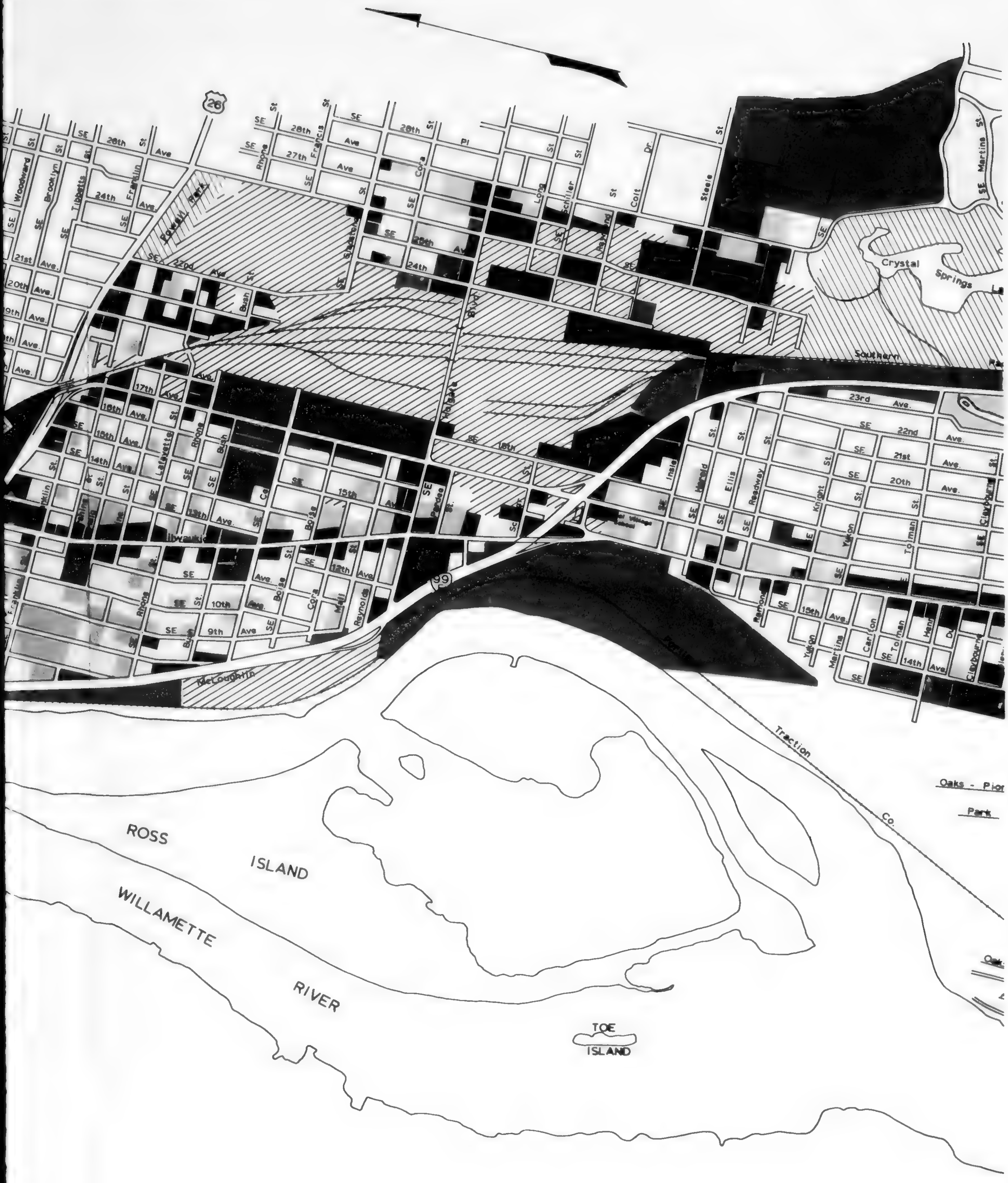
Land use in the project area is fairly well established and stabilized. The present pattern of land uses is expected to continue based upon the current plan. See Figure 8.

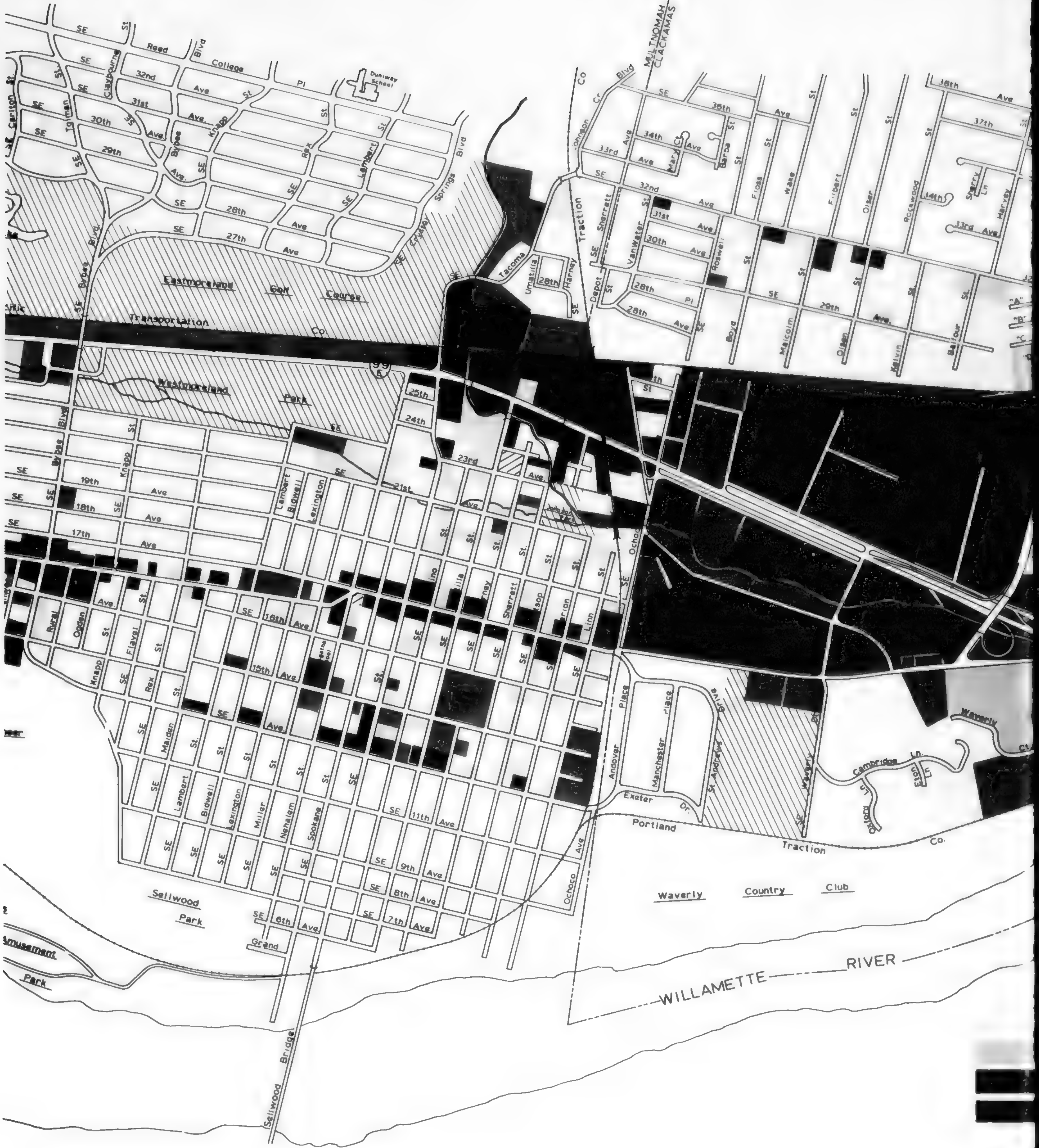


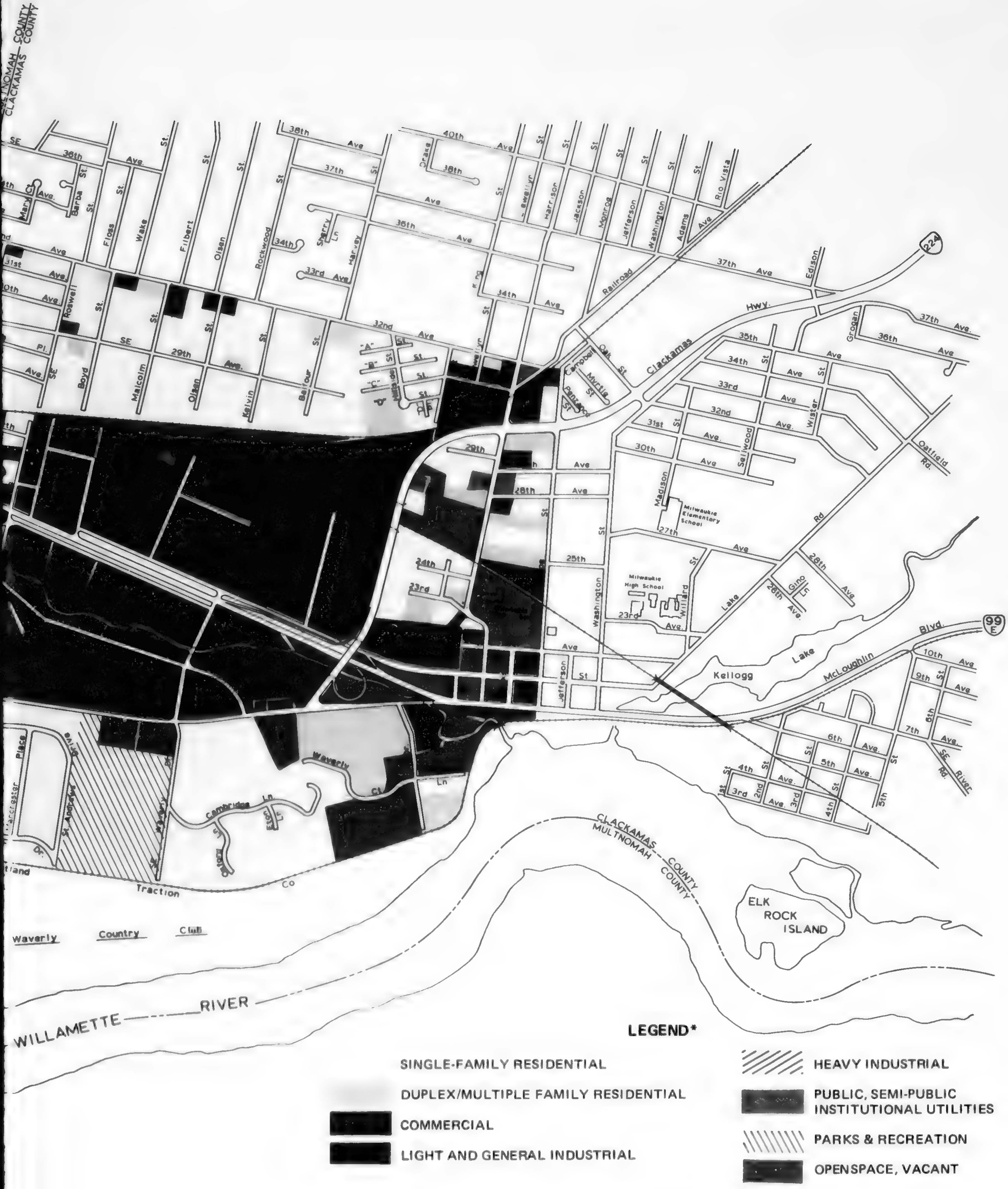
ROSS ISLAND
WILLAMETTE RIVER
Hawthorne Bridge
Marquam Bridge
Ross Island Bridge
5
26
Powell Blvd.
McLoughlin
Milwaukie
Grand
Union
Hawthorne Blvd
Ladd
Division
Clinton St.
Gideon
Water Ave.
1st Ave.
2nd Ave.
3rd Ave.
6th Ave.
7th Ave.
8th Ave.
9th Ave.
10th Ave.
11th Ave.
12th Ave.
13th Ave.
14th Ave.
15th Ave.
16th Ave.
17th Ave.
18th Ave.
19th Ave.
20th Ave.
21st Ave.
22nd Ave.
23rd Ave.
24th Ave.
25th Ave.
26th Ave.
27th Ave.
28th Ave.
Washington
Alder
Morrison
Belmont
Taylor
Salmon
Yamhill
Main
Madison
Clay
Market
Mill
Lincoln
Harrison
Stephens
Grant
Sherman
Caruthers
Taggart
Woodward
Brooklyn
Tibbetts
Franklin
Holly
Poplar
Hazel
Locust
Elliott
Hemlock
Cypress
Lavender
Tamarack
Orange
Maple
Palm
Mulberry
Spruce
Larch
Birch
Hickory
Ivon
St. Philip Neri School
Abernethy School
Rhone
Bush
Lafayette
Boise
Cora
Reynolds
Francis
Rhine

FIGURE 7

EXISTING LAND USE

26
99
SE 26th Ave
SE 28th St
27th Ave
24th Ave
22nd Ave
21st Ave.
20th Ave.
17th Ave.
16th Ave.
15th Ave.
14th Ave.
SE 13th Ave.
12th Ave.
SE 10th Ave.
SE 9th Ave
Woodward
Brooklyn St
Tibbetts St
Franklin St
Powell Park
Rhone
Francis
Cora
Long
Schiller
Colt Dr.
Steele St
Bush St
Lafayette St
Boise
Milwaukie
Holgate Blvd
Pardee St
Reynolds
McLoughlin
SE Martins St
Crystal Springs Lake
Southern
23rd Ave.
SE 22nd Ave.
SE 21st Ave.
SE 20th Ave.
SE 15th Ave.
SE 14th Ave.
Insley
Harold
Ellis
Reedway
Knight St.
Yukon
Tolman St
Claybourne St
Ramona
Martins
Carlton
Henry
Portland
Traction Co.
Oaks - Pion
Park
ROSS ISLAND
WILLAMETTE RIVER
TOE ISLAND


SE Reed College Pl
Duniway School
MULTNOMAH COUNTY
CLACKAMAS COUNTY
Eastmoreland Golf Course
Westmoreland Park
Transportation Co.
Portland Traction Co.
Sellwood Park
Amusement Park
Waverly Country Club
WILLAMETTE RIVER
Sellwood Bridge
SE Bybee Blvd
SE Crystal Springs Blvd
SE Tacoma St
SE 17th Ave
SE 11th Ave
Johnson Cr Blvd
Andover Place
Manchester Place
St Andrews Drive
Waverly Dr
Exeter Dr
Cambridge Ln
Oxford Ln
Eton Ln
99E


MULTNOMAH COUNTY
CLACKAMAS COUNTY
WILLAMETTE RIVER
CLACKAMAS COUNTY
MULTNOMAH COUNTY
ELK ROCK ISLAND
Kellogg Lake
Clackamas Hwy.
McLoughlin Blvd.
224
99E
Milwaukie Elementary School
Milwaukie High School
Waverly Country Club
Portland Traction Co
Oatfield Rd.
SE River Rd.
Railroad Ave
LEGEND*
SINGLE-FAMILY RESIDENTIAL
DUPLEX/MULTIPLE FAMILY RESIDENTIAL
COMMERCIAL
LIGHT AND GENERAL INDUSTRIAL
HEAVY INDUSTRIAL
PUBLIC, SEMI-PUBLIC INSTITUTIONAL UTILITIES
PARKS & RECREATION
OPENSPACE, VACANT

**Land use in the City of Portland was generalized from a land use inventory done in 1977 by the City of Portland. Land use in the City of Milwaukie was obtained by windshield survey. Land identified as industrial within the Milwaukie city limits includes light and heavy industrial uses.*

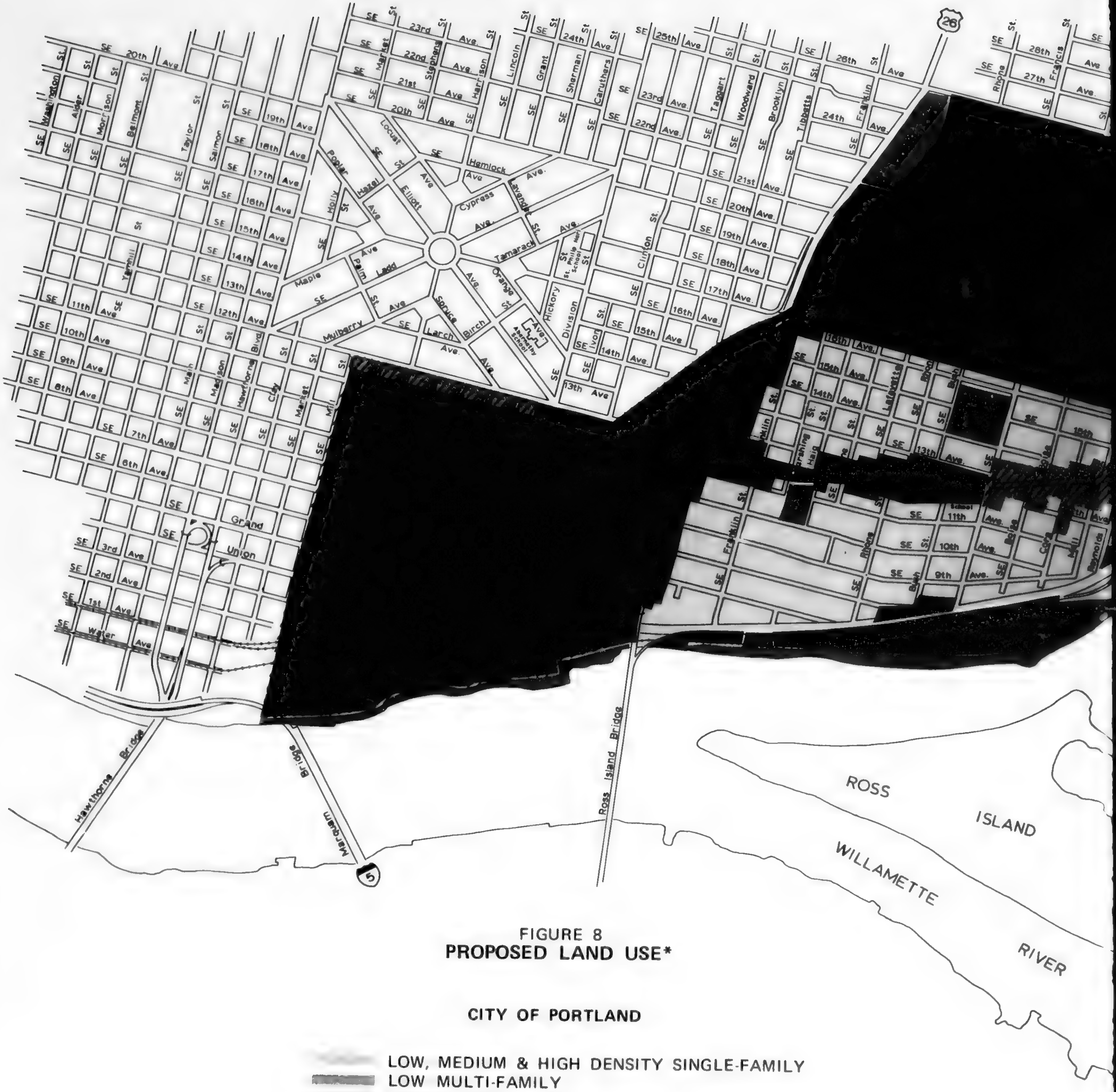
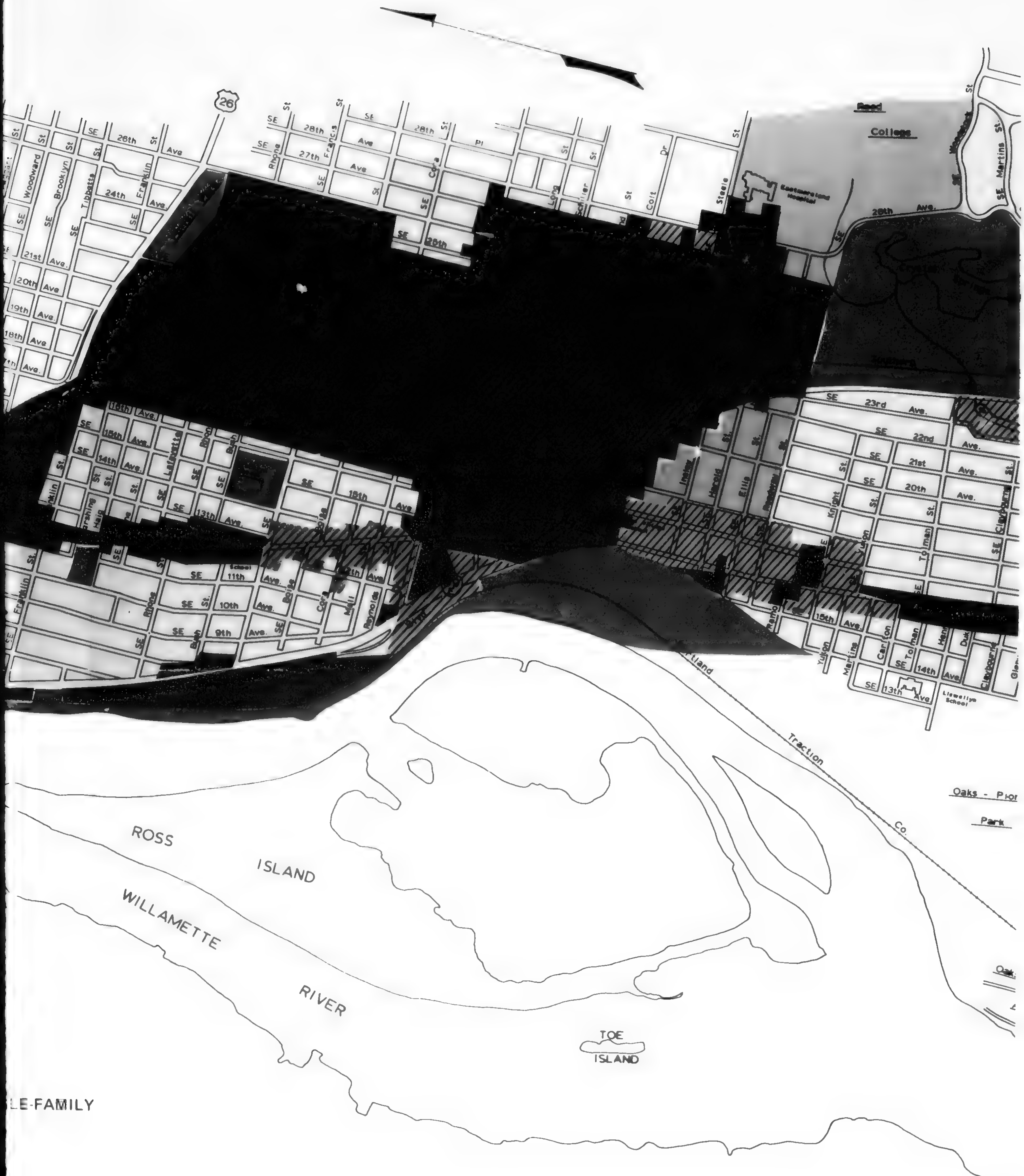

Hawthorne Bridge
Morrison Bridge
Ross Island Bridge
ROSS
ISLAND
WILLAMETTE
RIVER
26
5
Grand
Union
Hawthorne Blvd
Ladd
Division
Clinton St.
Powell
Abernethy School
St. Philip Neri School

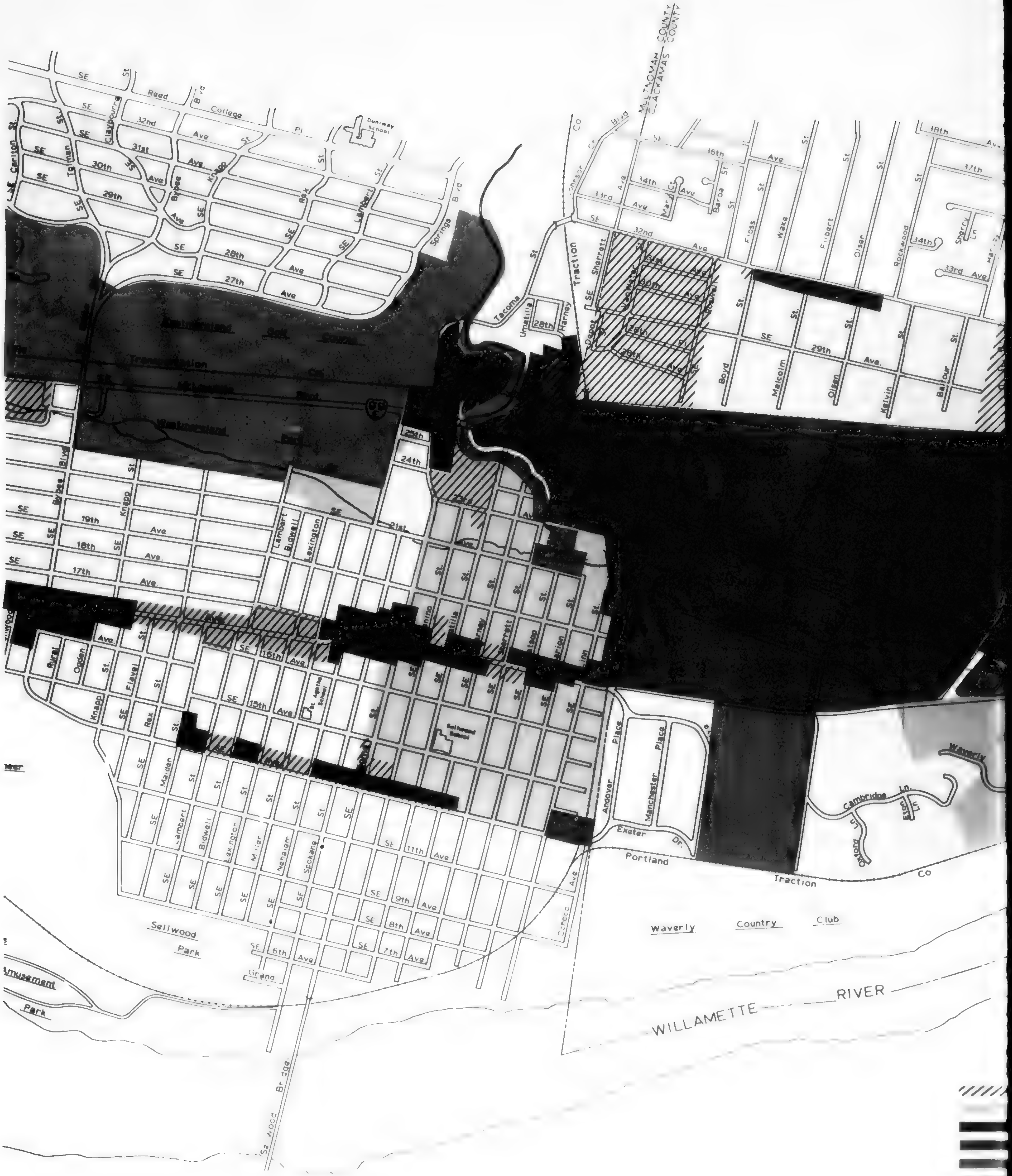
FIGURE 8
PROPOSED LAND USE*

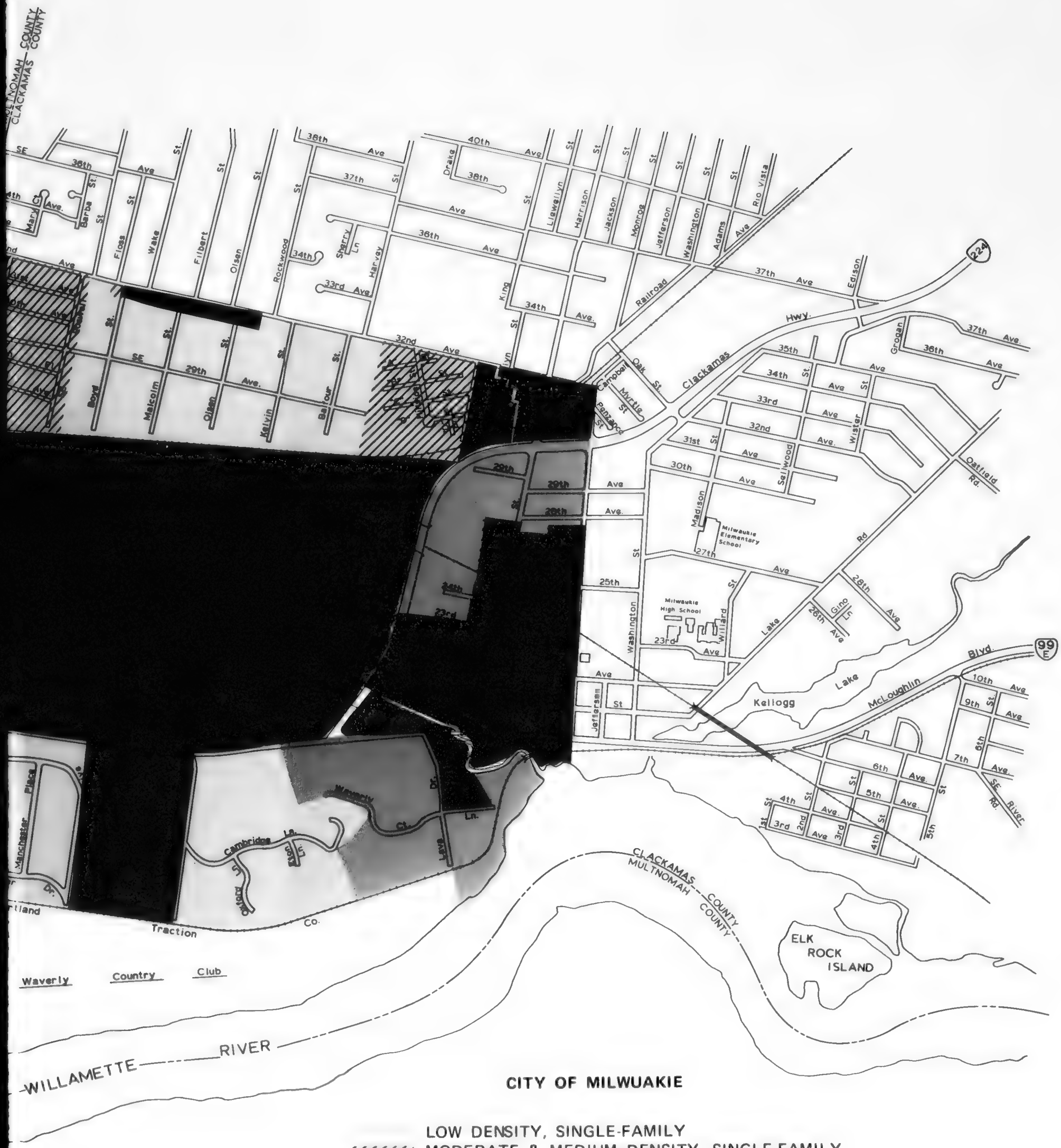
CITY OF PORTLAND

- ▭ LOW, MEDIUM & HIGH DENSITY SINGLE-FAMILY
- ▬ LOW MULTI-FAMILY
- ▨ MEDIUM MULTI-FAMILY
- ■ NEIGHBORHOOD COMMERCIAL
- ■ GENERAL COMMERCIAL
- ■ LIGHT MANUFACTURING
- ■ GENERAL & HEAVY MANUFACTURING
- ▬ OPEN SPACE



26
Reed
College
Eastmoreland Hospital
SE 28th St
SE 27th Ave
26th Ave
24th Ave
21st Ave
20th Ave
19th Ave
18th Ave
Woodward
Brooklyn
Tibbetts
Franklin
Rhone
Francis
Cora
Long
Schiller
Colt
Steele
Woodstock
Martins
SE 28th Ave
Crystal Springs
SE 23rd Ave
SE 22nd Ave
SE 21st Ave
SE 20th Ave
16th Ave
SE 15th Ave
SE 14th Ave
SE 13th Ave
SE 11th Ave
SE 10th Ave
SE 9th Ave
SE 18th Ave
Lafayette
Haig
Pershing
Boise
Reynolds
Mall
School
Insley
Harold
Ellis
Knight
Tolman
Claybourne
15th Ave
14th Ave
SE 13th Ave
Yukon
Martins
Carlton
Henry
Glenwood
Llewellyn School
Portland Traction Co.
Oaks - Pio
Park
Oak
ROSS ISLAND
WILLAMETTE RIVER
TOE ISLAND
LE-FAMILY


MULTNOMAH COUNTY
CLACKAMAS COUNTY
SE Reed College Pl
Duniway School
SE Carlson St
Tolman
Claybourne
Bybee
Knapp
Rex
Lambert
Springs Blvd
SE 32nd Ave
SE 31st Ave
SE 30th Ave
SE 29th Ave
SE 28th Ave
SE 27th Ave
Westmoreland Golf Course
Transmission
St. Lawrence
Westmoreland Park
SE 21st
SE 19th Ave
SE 18th Ave
SE 17th Ave
Lambert
Bidwell
Lexington
Umatilla
Harney
Sherrett
Tacoma
Tenino
SE 16th Ave
Rural
Ogden
Flavel
St. Agatha School
Sellwood School
SE 15th Ave
SE 11th Ave
SE 9th Ave
SE 8th Ave
SE 7th Ave
SE 6th Ave
Maiden
Miller
Nehalem
Spokane
Sellwood Park
Grand
Amusement Park
Sellwood Bridge
Andover Place
Manchester Place
Exeter Dr
Portland Traction Co
Oatfield
Waverly Country Club
Waverly
Cambridge Ln
Eton Ln
Oxford Ln
WILLAMETTE RIVER
Depot
Sherrett
Boyd
Malcolm
Olsen
Kelvin
Balfour
Floss
Ware
Filbert
Olsen
Rockwood
Sherry Ln
SE 29th Ave
SE 33rd Ave
SE 34th Ave
SE 36th
SE 37th
SE 38th
Barba
Marilyn Ct


MULTNOMAH COUNTY
CLACKAMAS COUNTY
SE 38th Ave
40th Ave
37th
36th
38th
Drake
Ave
34th
33rd Ave
Starry Ln.
Harvey
Rockwood
Olsen
Filbert
Wake
Flogs
Barba
St.
King
Llewellyn
Harrison
Jackson
Monroe
Jefferson
Washington
Adams
Rio Vista
Railroad
37th Ave
Edison
224
Hwy.
Clackamas
32nd Ave
SE 29th Ave.
Boyd
Malcolm
Olsen
Kelvin
Balfour
Campbell
Oak St
Myrtle
Penzance
35th
34th
33rd
32nd
31st
30th
Sellwood
Wister
Grogan
37th Ave.
36th Ave
Oatfield Rd.
Madison
Milwaukie Elementary School
27th
29th
28th
Ave
Ave.
25th
24th
23rd
Washington
Milwaukie High School
Willard
23rd Ave
Lake Rd
28th Ave.
Gino Ln
26th Ave
Jefferson
St
Kellogg Lake
McLoughlin Blvd
99E
10th Ave
9th St Ave
8th
7th Ave.
6th Ave.
5th Ave.
4th Ave.
3rd Ave
2nd
1st
SE River Rd
Waverly Dr.
Ct.
Lava Ln.
Cambridge La.
Eton Ln.
Oxford Ln.
Manchester Place Dr.
Portland Traction Co.
Waverly Country Club
CLACKAMAS COUNTY
MULTNOMAH COUNTY
ELK ROCK ISLAND
WILLAMETTE RIVER

CITY OF MILWUAKIE

	LOW DENSITY, SINGLE-FAMILY
▨	MODERATE & MEDIUM DENSITY, SINGLE-FAMILY
░	HIGH DENSITY, MULTI-FAMILY
■	COMMERCIAL
■	INDUSTRIAL
■	PUBLIC LANDS
■	MIX USE commercial uses allowed at ground floor levels; office uses at ground & first floor levels; high density residential allowed at all levels.

**Refer to city planning plans for futher descriptions.*

The growth of light industry is exceeding that of heavy industry in the Central Eastside Industrial Area. This is important because light industry is more labor intensive than heavy industry, and, as such, is easier to serve by transit due to heavy employment concentrations.

ZONING

Portland zoning along McLoughlin Boulevard north of Reedway Street is mostly light and general manufacturing and single family residential. A large area east of S.E. 17th Avenue is zoned for heavy industry. From Reedway Street to the city limits, open space and single family residential zones predominate. Smaller commercial and multi-family zones are located intermittently along McLoughlin. Milwaukie zoning in the project area is light and general manufacturing, and general commercial, flanked by multi-family and single family residential zones.

ECONOMICS

The economic research for the project was based on three principal study areas--a regional area, a project study area, and along the existing section and bypass corridor. The regional study area is the Portland Standard Metropolitan Statistical Area (SMSA). The project study area includes the Brooklyn Industrial District, the Sellwood-Moreland Communities, Eastmoreland Community and the Johnson Creek-Milwaukie Industrial Parks. The corridor study area is the smallest of the study areas and includes the area immediately adjacent to and within the existing highway sections and corridors under study.

The Portland Metropolitan Area is characterized by a strong regional economy. The region has historically been the service center for much of the lower Columbia River watershed. Originally, it served as the processing center for the lumber and woods products industry of the area. However, the lumber and wood products industry has become less important with the growth of other manufacturing, particularly electronic equipment and transportation machinery. The region continues to develop into a major finance and trade center.

The project area includes portions of the Brooklyn Industrial Area, which extends from Powell Boulevard to Reedway, and from the Willamette River to 28th Avenue, is an important industrial area in Portland. The industrial area also contains and is surrounded by residential areas.

Employment density in the area is high while intensity of land use is low. Both Tri-Met and Southern Pacific Railroad are major contributors to this pattern with a large number of employees and large storage or trackage areas. Growth is expected to be slow in this area, as space is scarce, leaving little room for expansion. Parking is at a premium, and transportation access needs improvement. Many growing firms will expand to other industrial areas.

The Sellwood-Moreland neighborhood lies on the west side of the project between the Brooklyn area and the City of Milwaukie. The area is primarily single-family residential, but strip commercial development exists along Milwaukie and 17th Avenues, Bybee Boulevard, and S.E. Tacoma Street, and S.E. Ochoco Avenue. Service and professional firms (35%) are the dominant business groups, followed by commercial firms (27%). The future employment growth rate is expected to be slow.

Eastmoreland neighborhood, which lies east of McLoughlin Boulevard, south of the Brooklyn area, and north of Milwaukie, is primarily residential. Reed College and the American Rhododendron Society Test Gardens are located in the northern part while Eastmoreland Municipal Golf Course is located in the western part. This area will continue to be an upper income bedroom community with appropriate service industries.

The City of Milwaukie and the Johnson Creek Industrial area lie at the southern end of the project. The industrial area is located along McLoughlin Boulevard in the northern part of Milwaukie, and includes the Omark and Milwaukie Industrial Parks, as well as Pendleton Mills. Construction in the industrial area is handicapped by poor soils that require more preparation than other areas. Employment density is low. Suburban and industrial development are continuing at a steady pace.

Strip development has occurred along McLoughlin Boulevard in the Brooklyn Industrial Area, and from Tacoma Avenue south down to Oregon City. The development has been mixed between retail and service industries and commercial and industrial firms. There is little room for expansion in most of the areas. Any future growth will occur south of Milwaukie and in other parts of Clackamas County.

The affected businesses are along this strip, and any displacement may cause them to relocate elsewhere, depending upon the availability of suitable lots.

POPULATION AND HOUSING

Neighbhorhoods affected by the project are Brooklyn, Eastmoreland, Sellwood-Moreland, and Milwaukie. Like established residential areas in other large cities, southeast Portland has experienced relatively slow population growth, increasing by 3.4 percent between 1960 and 1970. Recent figures (by METRO) indicate nearly the same rate (3.5%) over the last 10 years. The area's share of Portland population has remained static (7.6%).

South and east of the southern terminus of the project, suburban areas have increased in population at a rapid rate. Between 1970 and 1980, the population in these areas increased by 61 percent. Milwaukie's population increased by nine percent during the same period.

Though population has increased slowly, housing units have increased more rapidly--23% between 1960 and 1977. Much of the growth can be attributed to an increase in the percentage of multi-family dwellings, reflecting changing lifestyles, and not a larger population base. Smaller family sizes and an increase in the number of individuals living alone are the principal factors in this changing pattern. The Metropolitan Service District's (called METRO) Interim II population and housing projections (1980) assume modest increases in population and number of housing units.

SOCIOECONOMIC CHARACTERISTICS OF THE POPULATION

Selected socioeconomic statistics from the 1970* U.S. Census for the project study area, the City of Portland, and the Portland SMSA are contained in Appendix B. Briefly, several generalizations can be made concerning the residents of the project area in comparison with the overall averages for the City of Portland and the Portland SMSA:

- -- there are more males and fewer females in the project area's population.
- -- the percentage of blacks in the project area is much smaller than in the City of Portland or the SMSA.
- -- the project area contains a higher proportion of people in the 15-24 year age bracket.
- -- the median family income is higher in the project area, and the incidence of poverty is lower.
- -- household size is larger than in the City of Portland.
- -- because of the larger distance from the project area to downtown Portland, the proportion of people owning automobiles is larger.

COMMUNITY FACILITIES

There are eight public schools, four private schools, Reed College and several preschools and a day school in the project study area. The Portland public schools also sponsor a vocational village on Milwaukie Avenue. Several school buses operate in the area, although none of the buses pick up children along McLoughlin Boulevard.

The normal emergency services--police, fire protection, hospital, and emergency room facilities--are in the study area although not on McLoughlin Boulevard. A number of public agencies and non-profit organizations are located in the project area.

PARKS AND RECREATION

There are several parks in the study area, but Eastmoreland Public Golf Course and Westmoreland Park are the only recreational facilities adjacent to the project. Eastmoreland Public Golf Course will not be impacted by the project.

Westmoreland Park was established in 1936, when the land was purchased by the City of Portland. The park is located between two residential areas, the Sellwood-Moreland and Eastmoreland neighborhoods; it is bounded by

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*A compilation of socioeconomic statistics from the 1980 U.S. Census are not yet available.

S.E. Bybee Boulevard to the north, S.E. Lambert and S.E. Nehalem Street to the south, S.E. 22nd and S.E. 23rd Avenues to the west, and S.E. McLoughlin Boulevard to the east. Westmoreland Park is comprised of 47 acres, and is one of the larger parks in the area.

Access to the Westmoreland Park is unlimited. Access by automobile is on the city street system and both on and off street parking is available. The park is served by transit along S.E. McLoughlin Boulevard and S.E. Bybee Boulevard, although riding mass transit to the park is not a common practice.

The park itself includes a variety of recreation areas. Nick Scavone Field, a softball field, is located in the southeast corner of the park. The organized game areas include three other lighted softball fields, one baseball field, a soccer field, a football field, two tennis courts, a basketball court, and two greens for lawn bowling.

Portland Community College (PCC) has conducted softball classes on the ball diamonds, and the city league teams constantly use the fields during the summer, particularly on Saturdays and Sundays. Many of these park users come from the Eastmoreland neighborhood.

A large casting pond is also located in the center of the park, which is unique to this facility. PCC has conducted fly casting classes here in the past, and the pond is also used for model yacht and power boat races, and when it freezes the pond is used for skating. The unorganized recreation areas include playground equipment for children. Facilities include the Bowling on the Green Clubhouse, restrooms, a maintenance building, and two drinking fountains and a sculpture. The different recreational sites are connected by a path that runs north and south. The path circles Crystal Springs Pond and parallels Crystal Springs Creek. Six different bridges span the creek, which flows into Johnson Creek.

Crystal Springs Creek also functions as somewhat of a dividing line between the recreation area and the picnic area. More than two dozen picnic tables are located in the park, primarily between S.E. Bybee Boulevard and S.E. Lambert Street. This area is also where the majority of the water fowl collect. Several species are evident, including swans, geese, ducks, mudhens, widgeons, and seagulls. The bird population is normally about 100, but this number increases to over 200 during the winter.

Several types of trees are located throughout the park. These include oak, maple, yew, cypress, fir, and pine trees. The majority of the park's 150 trees are hardwood.

The park is used virtually all day, from dawn until past dusk. The first joggers arrive early in the morning to run around the 1.3 mile park perimeter; other people arrive at noon with their lunches. The park foreman estimates a minimum of 50 cars come to the park each day.

PLANNING RESPONSIBILITIES

Jurisdictions which have planning responsibilities in the project area, in addition to METRO and Tri-Met are:

City of Portland--The comprehensive plan for the City of Portland was adopted in October, 1980. It was acknowledged by LCDC in May, 1981. Other planning instruments concerned with the study area include the Arterial Streets Classification Policy, (adopted, June 1977), the Central Eastside Industrial Revitalization Study (May, 1978), Portland Economic Development Program (1979), and Industrial Access Study, Summary and Recommendations.

City of Milwaukie--The comprehensive plan for the City of Milwaukie was adopted in October, 1979, and was acknowledged by LCDC in January, 1981.

Willamette River Greenway--Portland's Willamette River Greenway Plan was adopted in October, 1979, and has been approved by the Oregon Department of Transportation, and acknowledged by LCDC in May, 1981. The City of Milwaukie adopted the Willamette River Greenway Element of its comprehensive plan in June, 1980.

Most of the above mentioned documents were developed in concert with one another and therefore the scenario planned for the development of the McLoughlin Boulevard transportation corridor is consistent throughout the various documents. The documents emphasize the enhancement of the people moving capability of the system over the vehicle moving capacity. There is a strong emphasis on the development of transit and carpools. Adding additional capacity is to occur after other options have been exhausted. The plans support the basic existing land use patterns. They also support improvement of the human environment by promoting land use which will make transit, bicycle, and pedestrian travel more attractive.

AESTHETICS

The aesthetic impacts of a transportation facility are of importance both to those who view the facility and to the highway users. Therefore, a study of the aesthetic nature of the project area provides a means to help determine the acceptable deviations to an area's general visual character and the type of mitigative measures which best blend with the landscape. Any alteration which greatly affects the dominant natural features of a landscape could have an adverse effect on the aesthetic character of an area.

The portion of the project within the Central Eastside Industrial Area contains overhead utilities and a number of unpainted structures indicative of an older manufacturing area. South of the Ross Island Bridge to Milwaukie Avenue, views of natural vegetation, the Willamette River, Ross Island, and the west hills are visually significant to the west. In addition, when travelling north, the cityscape of downtown Portland can be seen. To the east in this area, mature trees and landscaping of the Brooklyn residential area are seen. Commercial strip development dominates from Milwaukie Avenue to Reedway Street.

South of Reedway, McLoughlin takes on the appearance of a boulevard. Trees line much of the roadway. There is much vegetation and open space, including the Eastmoreland Golf Course and Westmoreland Park, where there is also a large pond. Some overhead utility lines are located east of the railroad tracks, but are backdropped by trees resulting in no appearance of overhead wires in most of the area. South of Nehalem Street, with the exception of the natural vegetation along Johnson Creek, light industrial and commercial developments become the prevailing land uses buffered by a line of mature Redwood trees adjacent to McLoughlin Boulevard from Ochoco Avenue to the south end of the project. Preservation of trees has a high degree of public support. This has been an issue raised by the public at meetings held on the project.

CULTURAL RESOURCES

The project area has been continually inhabitated by people since prehistoric tribal periods. There are no identified nor designated archeological sites in the project area, however.

There are four properties adjacent to the project section which are historically significant, one of which is already listed on the National Register of Historic Places, one which has been found eligible, and two which are considered potentially eligible. These properties are:

1. The Johan Poulsen House, 3040 S.E. McLoughlin Boulevard, which is listed on the National Register.

2. The Ross Island Bridge, which crosses the Willamette River near the north end of the project and was completed in 1926.

3. The Eastmoreland Golf Course, east of McLoughlin Boulevard is one of the first golf courses in Portland and the first public course.

4. The State Highway Division Region I Office, located in Milwaukie just south of the Multnomah/Clackamas County line, is eligible for the National Register. This building was built in 1938 by the Oregon State Highway Commission with Works Project Administration (WPA) monies and manpower. It is a well-preserved and notable example in Oregon of the National Park style, an architectural style based on the Arts and Crafts ideal. The building exhibits the use and working of natural and native materials, in this case stone and wood. The building was designed by the Bridge Section of the State Highway Division. The building is located on a lot of nearly four acres. The Highway Division property also includes a newer office building, storage buildings and lots, garages, and parking areas. The boundaries for the historic property are limited to the 1938 office building and its surrounding grassy lawn and landscaping--1.34 acres. See Draft 4(f) Section Evaluation for full description.

Additionally, several vintage properties in the project study area lend architectural interest and diversity to the bordering neighborhoods, being remnants of early development. These properties, however, do not meet the eligibility criteria for inclusion in the National Register. The State Historic Preservation Officer has concurred with that evaluation. The properties include an Oregon Worsted Company building and a vacant church building.

AIR QUALITY

Since air quality can be affected by transportation projects, a study of the air pollutants attributed to motor vehicles was conducted. Motor vehicles are a significant source of air pollutants such as carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NO_3), and particulates (TSP) including lead (Pb). The hydrocarbon and nitrogen oxide pollutants together with sunlight are involved in complex reactions that lead to the formation of photochemical oxidant (PO_3)--primarily ozone (O_3). All of these pollutants pose health hazards for humans and can cause damage to vegetation, animals and property. Because of the potential environmental impact of these pollutants, state and federal ambient air standards have been established. The federal standards, called National Ambient Air Quality Standards (NAAQS), exist for CO, NO_2, Pb, O_3, sulfure dioxide SO_2, and TSP (see Appendix C).

The Clean Air Act Amendments of 1977 required states to meet the NAAQS by December 31, 1982. The State of Oregon has developed a State Implementation Plan (SIP) to satisfy this requirement. The strategy for the Portland metropolitan area indicates that the NAAQS will be met (attained) by December 31, 1987, through reliance upon the Federal Motor Vehicle Emission Control program and the Portland Metropolitan Area Inspection/Maintenance program. Portland is located in the Portland-Vancouver Air Quality Maintenance Area (AQMA) which has been given a non-attainment designation for particulates, ozone, and carbon monoxide.

Six sequential carbon monoxide bag samplers were located in the McLoughlin Boulevard corridor during the winter of 1979/1980. The locations of the bag samplers are listed as follows:

Site No.	Location
1	7th and McLoughlin, 40 feet from edge of McLoughlin Boulevard
2	17th and McLoughlin, 20 feet from edge of McLoughlin Boulevard
3	At Reed College, near Reed College Place, sited as a background site
4	Retirement Village, 20 feet from edge of McLoughlin Boulevard
5	ODOT Hwy. Office, 30 feet from edge of McLoughlin Boulevard
6	Monroe Street and McLoughlin Boulevard, 40 feet from edge of McLoughlin Boulevard

One CO bag sampler was placed at a sampling site used for an earlier project so a comparison could be made with the carbon monoxide samples collected at this site during the 1978/1979 winter. Upon comparison of the second highest eight-hour average CO values for the 78-79 season with those of the 79-80 season, with the exception of one site, the 79-80 monitoring period appeared to be not as severe as the 78-79 monitoring period. Therefore, the 79-80 second highest eight-hour average CO values were adjusted upwards to insure a conservative analysis. The microscale analysis revealed that at the present time, four of the five sampling sites are in violation of the NAAQS 8-hour carbon monoxide (CO) standard. By 1983, only one site is predicted to be in violation and will attain the standard in 1984.

Note: The methodologies used to determine air quality impacts are detailed in the Air Quality Report, Union-Grand Viaduct-S.E. River Road, June 1981, available from the Environmental Section of the Oregon State Department of Transportation.

Natural Environment

GEOLOGY

McLoughlin Boulevard, between the Union-Grand Viaduct and Milwaukie Avenue, lies on uneven ground, with the portion between the Ross Island Bridge and Milwaukie Avenue lying along a 50-foot bluff adjacent to the Willamette River. From Milwaukie Avenue south to the end of the project area, the land surface is level, consisting of a terrace that slopes gently west to the river. The elevation changes only 10 feet over the length of the project. Crystal Springs Creek flows south along the west side of the Westmoreland Park to its confluence with Johnson Creek near the Multnomah-Clackamas County boundary. Both creeks cross the highway alignment. Ground water is expected to contribute to drainage problems south of Tolman Street in the flat area where Crystal Springs Creek passes under the roadway and flows southerly near the highway.

Unconsolidated silt and sand underlie the project area from its north end south to about Milwaukie Avenue. Silt, sand, and gravel terrace deposits then extend south to the end of the project. This type of soil is erodible and precautions will be taken during construction to minimize siltation. Waverly Heights, just west of the McLoughlin Boulevard-State Highway 224 junction, is Columbia River basalt. The basalt also crops out near the mouth of Johnson Creek.

WATER FEATURES AND QUALITY

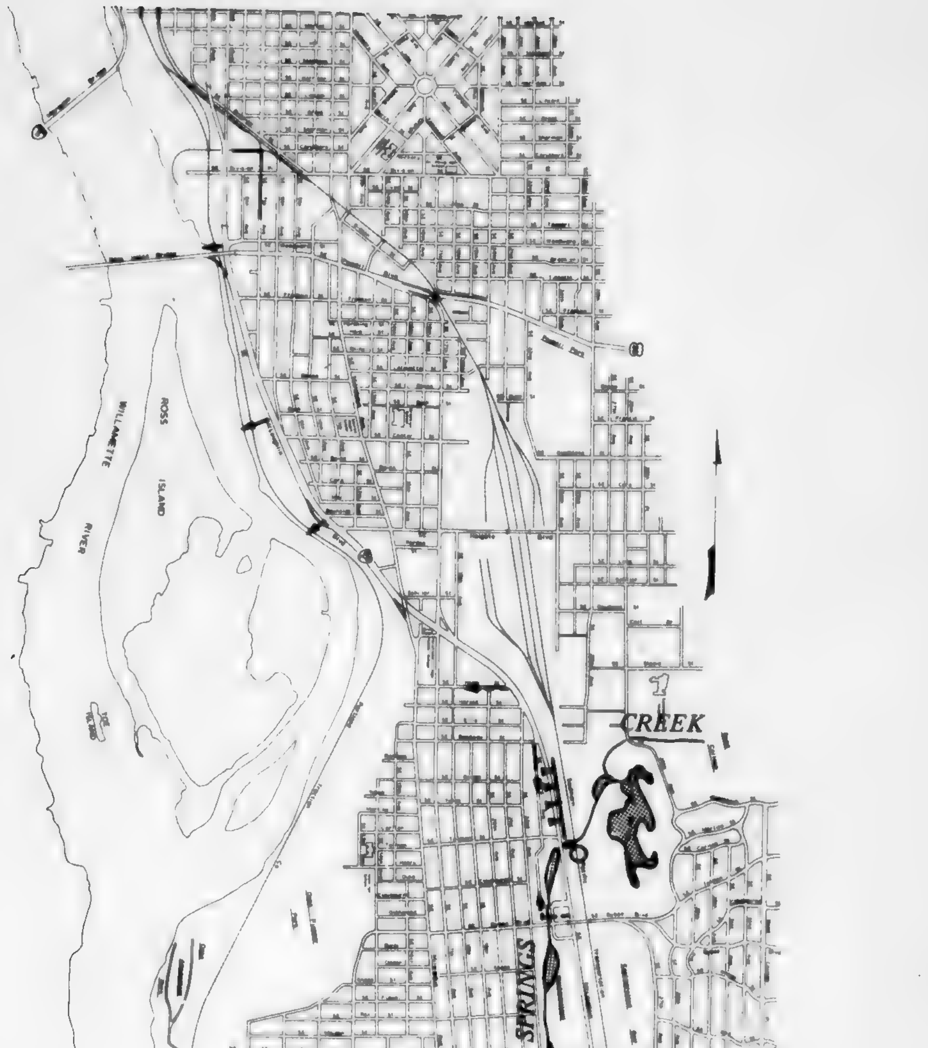
Surface runoff near McLoughlin Boulevard is carried by Johnson Creek, Crystal Springs Creek, and by storm sewers. Runoff varies, with flooding usually occurring during the winter rainy season, although it may also take place in late spring, when backwater from the Willamette River affects local streams.

Johnson Creek flows westward in a narrow basin 24 miles long, and passes under McLoughlin Bouelvard before joining the Willamette River (Figure 9). Much of the 45-square mile drainage basin is residential, either as solidly built-up areas or as scattered small subdivisions in the hills to the southeast.

Minor modifications of the channel, such as installation of riprap, have been made, but few other erosion or flood control measures have been carried out. There are no dams or reservoirs. Although the mean flow is only about 86 cfs (cubic feet per second) at the mouth, and low flow in August,

FIGURE 9

SURFACE DRAINAGE AND SAMPLING SITES

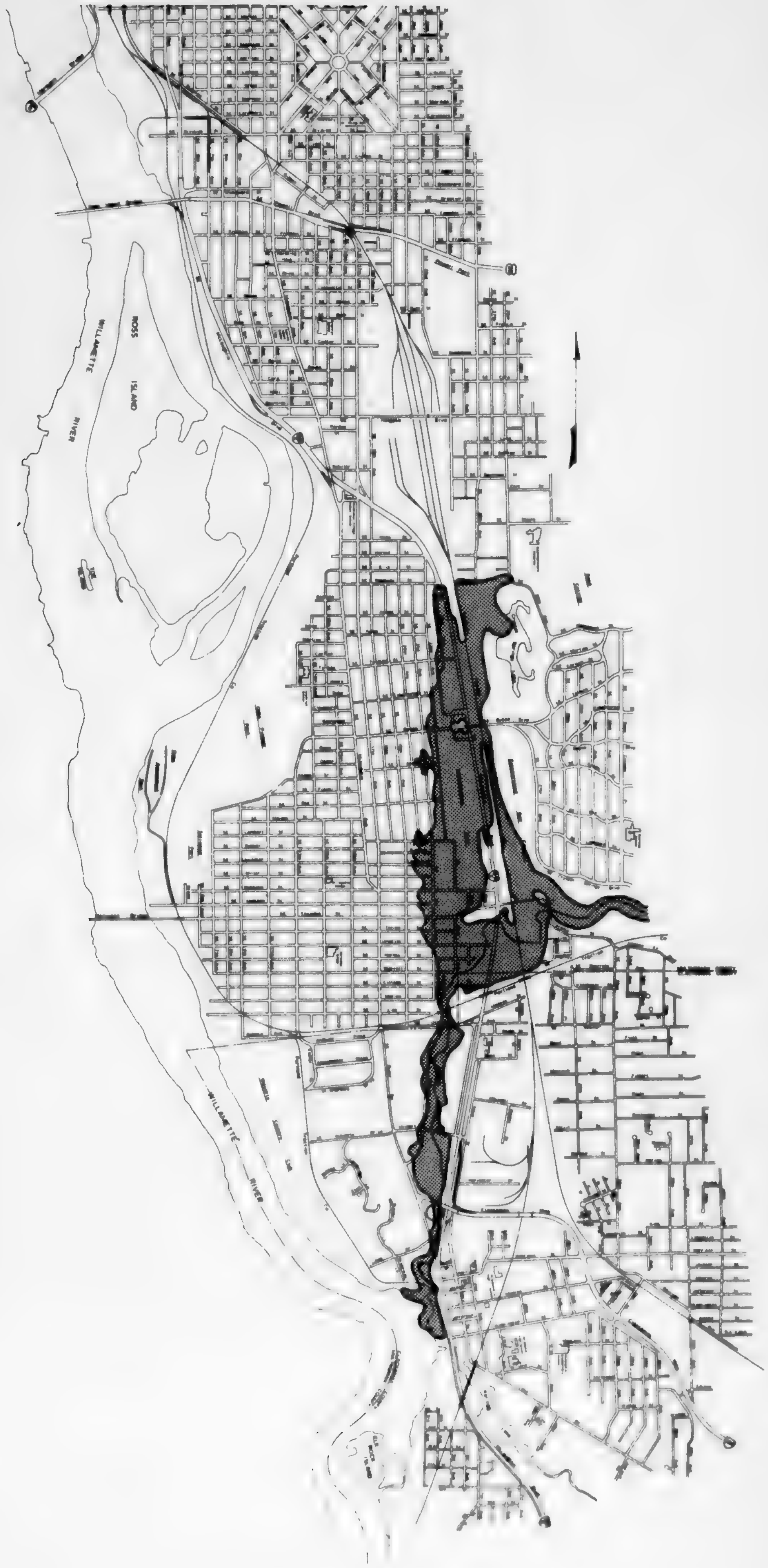

ROSS
ISLAND
WILLAMETTE
RIVER
CREEK
CRYSTAL SPRINGS
CREEK
JOHNSON
WILLAMETTE
RIVER

←—— STORM SEWER OUTFALLS

←- - - STORM SEWER CONNECTIONS

○ SAMPLING SITES

FIGURE 10
100-YEAR FLOODPLAIN
JOHNSON CREEK AND CRYSTAL SPRINGS CREEK


ROSS ISLAND
WILLAMETTE RIVER
WILLAMETTE RIVER

1981, was only 6 cfs,* flood peaks occasionally exceed 2,000 cfs during the winter storms. The greatest recorded flood took place in December, 1964, when peak flow of 2,620 cfs was measured at the Sycamore gauge, 10 miles above the mouth. Several conditions in Johnson Creek aggravate flooding. These include brush and debris in the channel; unprotected streambanks which erode causing loose material to be deposited farther downstream; and bridges which constrict flow during major floods, partly because their substructures are below the water surface.** According to stream profiles, three Portland Traction Company structures cause an increase in water level during 10-year floods, of 1.5 to 2 feet. During a 100-year flood, almost all of the Johnson Creek bridges would cause constrictions.

A small tributary of Johnson Creek is Crystal Springs Creek, which originates near Reed College. Crystal Springs Creek drains a 3 square mile area, including parkland and golf course as well as residential area. This small stream system includes several dams and ponds, including 7-acre Crystal Springs Lake. Surface runoff is slow and stream flow well regulated. Peak discharge of Crystal Springs Creek is between 70-200 cfs. Low flow measured in August, 1981, was 33 cfs. Because some of the adjacent area is low and flat, flooding still covers sizable areas at times.

Storm sewers which carry runoff from McLoughlin Boulevard connect either to the local storm sewer system or empty more directly into the Willamette River, Johnson Creek, or Crystal Springs Creek (Figure 9). For the north section of the proposed project, storm runoff from McLoughlin Boulevard goes into the Willamette via 3 outfalls. In most of the project, highway runoff feeds into sewers west of McLoughlin and reaches the Willamette indirectly by this means. Exceptions include a short section south of Reedway Street, where drainage is collected in a ditch which feeds into Crystal Springs Creek. Another location where runoff from McLoughlin Boulevard goes directly into a stream is at the south end of the project. Near the Clackamas Highway interchange, a 24 inch and a 36 inch storm sewer outfall lead to Johnson Creek.

The 10-year peak discharge from McLoughlin Boulevard, within the project area, is estimated to be 152 cfs. This is a result of applying a ratio using the existing paved area of 45.9 acres. Flood runoff from McLoughlin Boulevard does not contribute much to peak flows in Johnson Creek and Crystal Springs Creek, as the highway runoff peaks much earlier than do the streams.

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* Johnson Creek was measured above its confluence with Crystal Springs Creek. Johnson Creek has a very low flow during the summer months. In contrast, Crystal Springs Creek is springfed and summer flow does not drop very much.

**U.S. Army Corps of Engineers. _Flood Plain Information. Willamette River, Johnson, Kellogg, and Mt. Scott Creeks. Milwaukie-Oak Grove-Lake Oswego, Oregon._ 1970.

The area likely to be inundated in a flood of 100-year recurrence is shown in Figure 10. More than one mile of McLoughlin Boulevard lies within the 100-year floodplain, between Reedway Street and the elevated bed of the Portland Traction Company track. Flooding along the lower part of Johnson Creek is caused by Willamette River backwater.

Protection of the following beneficial uses has been designated by the Department of Environmental Quality (1977) for Willamette River tributaries including Johnson Creek and Crystal Springs Creek:

Public Domestic Water Supply
Private Domestic Water Supply
Industrial Water Supply
Irrigation
Livestock Watering
Anadromous Fish Passage
Salmonid Fish Rearing
Salmonid Fish Spawning
Resident Fish & Aquatic Life
Wildlife & Hunting
Fishing
Boating
Water Contact Recreation
Aesthetic Quality
Hydro Power

Table 4 shows water quality standards which are applicable to streams in the study area, and parameters for which violations were observed. It can be seen from the table that there are numerous water quality problems on Johnson Creek. Crystal Springs Creek had a high nitrate value on the day sampled, probably due to fertilizers from the golf course just upstream of the sampling site. Ordinarily, however, water quality and streamflows in the creek are generally good and are considerably better than those found in Johnson Creek. Johnson Creek has high temperature--low flow--low oxygen problems during summer months, and has periodic fecal coliform--high nutrient problems due to sewage effluent entering the stream.

Aquatic Biota and Aquatic Habitat

Despite marginal to poor water quality conditions in lower Johnson Creek, both Crystal Springs Creek and Johnson Creek support runs of several species of anadromous fish. Coho salmon, resident and searun cutthroat trout, resident rainbow trout, late run winter steelhead trout, and a few stray fall chinook salmon are the salmonid species which occupy these streams. Fall chinook salmon are present as strays in lower Johnson Creek only and occasionally spawn there. The other salmonids spawn primarily in the upper reaches of both creeks. Some spawning occurs in patches of good gravel in the lower reaches of Johnson Creek, and more frequently, in lower Crystal Springs Creek, where water quality and rearing conditions are better. Table 5 is a periodicity chart of salmonids in the study area showing when the fish are present, when they are spawning, and when eggs and fry are in the gravel.

Wetlands

Approximately 25 acres of wetlands exist in the project vicinity (within one-quarter mile of McLoughlin Boulevard). Among these are stream channels, ponds, swamps, and marshy areas. Almost all of the local wetlands are bodies of open water (streams and ponds). Johnson Creek and Crystal Springs Creek are vital to the area's surface drainage. The streams are

TABLE 4

VIOLATIONS OF WATER QUALITY STANDARDS APPLICABLE TO THE STUDY AREA

Parameter	Standard (1) or Guideline (2)	Johnson Creek	Crystal Springs Creek
Turbidity	No more than 10% above background (1)	---	---
Dissolved Oxygen	Not less than 90% of saturation at seasonal low (1)	No	No
Fecal Coliform	Not greater than 240 MPN per 100 ml (1)	Yes	?
pH	6.5 - 8.5	No	No
Nitrate	1.0 (2)	Yes	Yes
Phosphate	0.1 (2)	Yes	No
Alkalinity	Not less than 20 (2)	Yes	No

(1) Water Quality Standards for Willamette Basin streams (DEQ, 1977)

(2) Quality Criteria for Water (EPA, 1976)

TABLE 5

PERIODICITY CHART OF SALMONID FISH IN THE STUDY AREA

	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June
Fall Chinook		..	..--	----	XXXX	XXXX	XXXX	XXX				
Coho Salmon*		..	....	....	----	----	--XX	XXXX	XXXX	XXX		
Rainbow Trout	....	....	....	....	....	....	....	----	----	--XX	XXXX	XXXX
Cutthroat Trout	....	....	....	....	....	....	----	----	----	----	--XX	XXXX
Winter Steelhead* Late Run	XXXX					....	....	....	..--	----	----	--XX
Summer Steelhead*	XXXX	....	....	....	....	....	....	....	..--	----	----	--XX

Legend

.... Adults present in streams.
---- Periods of heaviest spawning.
XXXX Periods after spawning when eggs and fry are still in the gravel.

* Juveniles rear one or more years in fresh water prior to seaward migration.

unusual in that they harbor salmonid fish in an urban setting. According to to U.S. Fish and Wildlife Service (USFWS) system, the streams are classified as: riverine, upper perennial, unconsolidated bottom, cobble/gravel, permanent.

In the project vicinity, ponds are artificial, or at least partly of artificial origin. All of the pond wetlands are within the Crystal Springs Creek system, with the largest one being 7-acre Crystal Springs Lake. Although the shallow ponds and reservoirs play a role in controlling floods, this function is somewhat diminished by artificial channel lining in several places. Most of the ponds are teeming with waterfowl, including American wigeon, northern shoveler, mallard, wood duck, coot, and other species. Belted kingfishers also frequent the small ponds. The USFWS classification is: palustrine, unconsolidated bottom.

Swamps, or forested wetlands, are less common in the project vicinity. These are present in narrow floodplains along parts of Johnson Creek and Crystal Springs Creek. Swamp vegetation provides a favorable habitat for songbirds and small animals, and acts to retard floodwaters. In addition, the swamps are attractive natural greenery for urban commuters. According to the USFWS classification, the swamps are: palustrine, forested, broad-leaved deciduous, seasonally flooded.

When marshy areas occur near the project, they are usually in the form of pond fringes or shallow ditches. These small marshy areas attract red-winged blackbirds, and perhaps also serve as waterfowl nesting sites. The USFWS classification is: palustrine, emergent, narrow-leaved persistent, seasonally flooded, with _Phalaris arundinacea_ being the dominant species.

BIOLOGY

Typical fauna of the affected area include rodents, such as rats and mice; other small mammals; and birds such as sparrows, starlings, and crows. Thirty-nine species are considered characteristic in one or more of the eight urban habitat types* in the project area.

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*This evaluation uses the urban habitat classification system developed by C.M. Proctor. This classification recognizes 13 habitat types in the Inland Human Activity Zone of the coastal zone of the Pacific Northwest.

Changes in habitat type, resulting from highway construction can result in changes in wildlife community composition. Some species, such as rats, have undesirable characteristics, while others, such as song birds, have desirable characteristics. The project area was therefore examined both in the context of absolute loss of habitat and with respect to changes in community composition.

ENVIRONMENTAL CONSEQUENCES

Transportation

TRAFFIC

Methodology

Traffic forecasts for year 2000 were developed using the metropolitan traffic zone system. Thirteen of the metropolitan area's 81 zones lie within the McLoughlin corridor and were analyzed for this project. A 32 percent increase in population and an 18 percent increase in employment are projected for this area between 1977 and 2000.

The projections were interpreted to project the total number of person trips generated through the corridor--approximately 140,000 in the year 2000. Of these, 30% or 40,000 were projected to be carried by public transit and carpools, while the remainder would travel by private auto. These were divided by average vehicle occupancy rates to determine the number of vehicles demanding access to the corridor, and by peak hour volumes and capacity rates to determine levels of traffice service.

The projections assumed the completion of the following projects:

1. East Marquam Ramps - New ramps connecting East Marquam Bridge to the Union-Grand viaduct.
2. South McLoughlin Project - Minor adjustments to several intersections between Milwaukie and Oregon City, and intertying of all traffic signals on the section.
3. Transit Trunkline Improvements - See Future Transit Section in Affected Environment.
4. Neighborhood Streets Improvement - A study now underway by City of Portland.
5. Interstate 205.

Volumes and Service Level

Existing and projected volumes for the McLoughlin Boulevard and 17th and Milwaukie Avenues are shown in Table 6.

Build Alternatives -Traffic volumes for all build alternatives would be the same, however, the level of service would vary as shown in the table below:

TABLE 6

EXISTING AND PROJECTED
AVERAGE WEEKDAY TRAFFIC
(in thousands of Vehicles per Day)

McLoughlin Boulevard

Section	Existing	Yr. 2000 No-Build	Yr. 2000 Build
Union-Grand			
to	53.1	59.8	59.8
Ross Island Bridge			
to	66.4	79.2	79.2
S.E. Holgate			
to	43.9	65.4	66.4
S.E. 17th			
to	44.8	57.5	59.0
S.E. Tacoma			
to	42.7	53.5	56.0
Clackamas Expressway			

Neighborhood Streets
17th and Milwaukie Avenues

Section	Existing	Yr. 2000 No-Build	Yr. 2000 Build
S.E. Powell			
to	18.4	20.7	14.3
S.E. Holgate			
to	17.2	19.5	13.3
McLoughlin Boulevard			
to	20.7	23.0	17.0
S.E. Tacoma			
to	17.6	23.0	11.5
Clackamas Hwy./McLoughlin Boulevard			

TABLE 7
LEVEL OF SERVICE
McLoughlin Boulevard
Build--Year 2000

	Alternative 1	Alternative 2	Alternative 3
McLoughlin @ Holgate	D	D	D-E
McLoughlin @ 17th	D	D	D-E
McLoughlin @ Tacoma*	D-E	D-E	E
McLoughlin @ Ochoco	D	D	E
McLoughlin @ River Rd./17th	D-E	D-E	D-E

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*Assumes Tacoma intersection at-grade.
Grade separated level of service is free flow.

Future volumes would increase over the existing levels on McLoughlin Boulevard, while at the same time volumes would decrease on 17th and Milwaukie Avenues, meeting two of the stated project goals.

All three build alternatives would operate at an acceptable level until 1991, when Alternative 3 begins to break down at the Tacoma Street Intersection. Minor diversion of traffic back to neighborhood streets would begin as the level of service deteriorates. If Alternative 3 were restriped to the same configuration as Alternative 2, or if light rail were installed during the mid-1990's, McLoughlin would operate at acceptable levels through the year 2000 and possibly beyond. Alternatives 1 and 2 also should operate successfully through the year 2000.

No-Build Alternative - Because trip demand in this corridor is not limited by the capacity of the roadway, the volume of traffic will continue to grow in this corridor. Table 8 shows that the combined volume on McLoughlin and the neighborhood streets is actually higher for the No-Build Alternative than for the build alternatives. This results from the assumption that transit ridership will not increase as expected with the build alternatives. Patrons would be experiencing longer travel times under the No-Build, and the same degree of transit improvements would not be made as with the build alternatives. The outcome is a greater number of trips via private auto to make the same number of person trips.

The existing and projected levels of service are shown in Table 10 below. As reflected by the "F" rating, McLoughlin Boulevard completely breaks down in 2000. This would result in lengthy waits at intersections, severely congested neighborhood streets, and extended peak periods.

TABLE 8
LEVEL OF SERVICE
McLoughlin Boulevard
No-Build
Existing--Year 2000

	Existing Level of Service	2000 Future Level of Service
McLoughlin @ Holgate	C-D	F
McLoughlin @ 17th	D-E	F
McLoughlin @ Tacoma	F	F
McLoughlin @ Ochoco	D	F
McLoughlin @ River Rd./17th	C-D}	D

Tacoma Street Overcrossing Option - This option would provide a free flow condition through this intersection. The flow would then be regulated by the S.E. 17th Avenue intersection on the north and the S.E. River Road intersection on the south. The overcrossing would provide a solution to the existing and projected service level problems at this intersection. Safety would improve because all traffic movements through this intersection would be accommodated with less driver confusion.

Traffic Travel Time Savings

ODOT has projected existing and year 2000 travel times for the No-Build and year 2000 speeds for the build alternatives for the length of the project impact area (4.82 miles). They are as follows:

TABLE 9
TRAVEL TIMES
Existing--Year 2000

	Existing 1980	No-Build 2000	Alt. 1 Yr. 2000	Alt. 2 Yr. 2000	Alt. 3 Yr. 2000
Southbound P.M. (outbound)	13.31 min.	17.32 min.	9.02/9.55*	9.02/9.55	10.42
Northbound A.M. (inbound)	13.45 min.	18.01 min.	7.96/8.35	7.96/8.35	8.85

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*HOV lane/mixed traffic lane.

Summary and Conclusions

All build alternatives operate satisfactorily from a traffic standpoint until 1991. If at this time Alternative 3 were restriped to add HOV lanes, all alternatives would operate satisfactorily until 2000. All build alternatives meet the goal of removing traffic from the neighborhoods. The No-Build Alternative completely fails from a traffic standpoint.

Street Closures

As part of the build alternatives, the Oregon Department of Transportation has recommended to the City of Portland that all street intersections with McLoughlin Boulevard, except the major intersections which are signalized, be closed. The City of Portland has reviewed this list of street closures and has declined to approve the list until an origin-destination and street study is complete. The study is expected to be complete and analyzed by the time the Final EIS is in preparation.

Other Projects

Three other projects underway in the area would be impacted by the timing of this project. They are the East Marquam Ramps, the South McLoughlin Boulevard Project, and the Central Eatside Industrial Area (CEIA) Revitalization Project.

If the East Marquam Bridge Ramps were constructed before the proposed project, it would provide an improved level of service on Grand and Union Avenues north of the viaduct. Northbound traffic north of Holgate through the Morrison Street intersection would flow quite freely since substantially more capacity is available north of the viaduct than is available south of the viaduct. This section north of the Ross Island Bridge and the viaduct would be operating at a very good level of service.

Southbound traffic on Union Avenue would operate at a good level of service to the location where the East Marquam Ramp merges with the southbound flow. Because of the capacity constraint on the viaduct, traffic congestion can be expected south to the Ross Island Bridge. This will also cause some slowing of traffic southbound on Union Avenue extending back to the north several blocks from this location during evening peak periods.

If the East Marquam Bridge ramps were constructed after the McLoughlin widening project, a slightly lower level of service would occur during the interim at several traffic signals on Grand Avenue since more traffic would be allowed to flow north of the Ross Island Bridge with no increased capacity on Grand Avenue. Some increased delay could be expected on Grand Avenue, particularly at the first two signals. Southbound travel would be improved since more capacity would be available south of Ross Island Bridge than could be used, since the constraint in traffic flow would be north on Union Avenue.

If the South McLoughlin Boulevard Project were constructed before or after the proposed project, there would be no effect on either the northbound or southbound travel in this section. The South McLoughlin Boulevard project begins south of Milwaukie, and is primarily designed to improve traffic flow by decreasing delay time at the signals, and will only slightly improve the level of service at the signalized intersections.

The Industrial Revitalization Project includes efforts to reduce the number of cars in the area, while increasing transit service and ridership. The CEIA, located to the north of the project study area, has the highest industrial employee density in the city. The number of employees is more than three times that of the Sellwood-Eastmoreland area, which has the next highest density. More than 90 percent of the employees have homes in Southeast Portland and Clackamas County. Approximately 2,550 employees in Southeast Portland and 1,765 employees in Milwaukie and Clackamas County currently ride public transit to and from work. The Industrial Access Study has concluded that approximately 10,000 employees could be better served by transit in and to the CEIA. Completion of the McLoughlin Boulevard project and completion of Tri-Met's improvement plans will substantially contribute to the attainment of the revitalization goals with respect to congestion and transit service.

PUBLIC TRANSIT

Introduction

The traffic carrying capability of the various build alternatives is similar. The primary distinction between the build alternatives is how well each responds to the existing and future needs of the public transit system.

Central to the discussion is the consideration of light rail transit. Strong support for a light rail system in this corridor has been expressed at public meetings held for this project. Agencies, in particular Tri-Met, also continue to support the concept of light rail transit in this corridor. METRO, which has the overall transportation planning responsibility for the area, has taken the position that the option for light rail, though not viable now, should be left open in this corridor and that in the meantime the corridor should be improved by increasing the traffic carrying capacity, and instituting a bus-transit priority lane.

Basically, then, the proposed project is a transition project, changing this corridor from a predominantly auto carrying facility to a future sophisticated multimodal facility. The role of the project in this process is to foster a change in travel mode, increasing transit ridership from 6,000 persons per day to 30,000 persons per day by 2000, while providing sufficient capacity for the remaining auto traffic. The project is charged also with preserving the option of conversion to light rail at some time in the future. This analysis therefore discusses both the impact to the bus transit system, and the prospects of convertibility for each alternative.

Transit Operations Description by Alternative

No-Build Alternative - The transit system would continue to operate as today. Transit service will continue to be improved as discussed in the Purpose and Need chapter, whether or not the project is pursued.

Alternative 1 - The transit/HOV lane would be used by buses over only about 40% of its length. Northbound buses would enter McLoughlin Boulevard by turning from Ochoco Avenue westbound. The buses will stop at median bus platforms at Tacoma Street, Bybee Boulevard and Harold Street. At the Harold Street signal, buses will be given a leading green signal phase to allow them to move to the curb lane. Stops will then be made curbside at 17th Avenue and Holgate Boulevard.

Southbound buses will move from the curb lane to the lane between the median bus platforms just south of Harold Street during the same leading green phase used by northbound buses to exit the HOV lane. Two bus only lanes, one for each direction, will be required between the median bus platforms. Southbound buses will stop at median bus platforms at Harold Street, Bybee Boulevard, and Tacoma Street. The buses will exit the HOV lane at the Tacoma Street signal during a leading green phase. Buses will then proceed in the curb lane, and exit McLoughlin Boulevard via the Ochoco Street off-ramp, cross McLoughlin at the Ochoco Street signal and proceed around the ODOT property to Main Street. This routing is longer than the present routing via Milport Road.

Between Harold Street and Powell Boulevard, buses in both directions would operate in the curb lanes at all times.

Alternative 2 - All northbound and southbound Tri-Met buses will operate in the curb lanes of McLoughlin Boulevard between Ochoco Avenue and Powell Boulevard and will not use the HOV lane. Bus turnouts will be designed in accordance with Tri-Met standards. There are no median bus platforms in this alternative. Buses operating in both directions will stop at S.E. 17th Avenue, Harold, Bybee, Tacoma, and Ochoco.

Alternative 3 - All northbound and southbound Tri-Met buses will operate in the curb lanes of McLoughlin Boulevard between Ochoco Avenue and Powell Boulevard. Bus stops will be located at the same cross streets as in Alternative 2. If an HOV lane is eventually constructed in the available median, buses will be operated the same as in Alternative 2. If a light rail line is constructed in the corridor, a major restructuring of bus service will occur.

Transit Service Evaluation

Each alternative will be discussed relative to its ability to meet the following objectives:

-- Maximize schedule reliability
-- Maximize transfer ease
-- Maximize safety
-- Maximize transit travel time savings

-- Minimize disruption to transit operation by carpools and HOV lane violators
-- Maximize transit ridership
-- Provide for elderly and handicapped accessibility.

Schedule Reliability

With regard to schedule reliability, there is no significant difference among the alternatives. Alternative 1 will not significantly improve schedule reliability because HOV lane congestion will be nearly as unpredictable as mixed lane congestion in the other alternatives. The 40% of the HOV lane that buses will use may benefit operations slightly during an accident occurring in mixed-travel lanes, but this will probably not be significant due to the fact that there will be no physical barrier to prevent motorists stuck in a traffic jam from bypassing it in the HOV lane. Enforcement will be difficult.

Transfer Ease

The three build alternaives are about equal with respect to the ease with which riders can transfer between bus lines. Increased service frequencies on intersecting lines will be the dominant factor in improving transfer convenience. Other amenities, such as weather protection, can be provided with any of the alternatives.

Pedestrian and Transit Vehicle Safety

Alternative 1 introduces potential safety hazards which are not expected with the other alternatives. The transition of buses into and out of the median HOV lanes could result in accidents where turning conflicts exist. The possibility of carpools entering the median bus stations to pick up riders could cause safety problems. Differential speeds between the unseparated HOV lane and the mixed use lane could result in a higher accident rate. Buses accelerating back into the HOV lane could conflict with relatively fast (as compared to mixed traffic) moving carpools. Bus riders waiting on platforms between a fast moving HOV lane and a bus-only lane could be struck by carpool vehicles unless sufficient barriers were constructed.

With Alternatives 2 and 3, mid-street pedestrian crossing refuges would have to be provided because of the width of the roadway (7 to 8 lanes).

Transit Travel Time Savings

Using the previously mentioned travel times, and adding time lost at signals when changing lanes, Tri-Met has estimated the following time savings comparison:

TABLE 10
Estimated Transit Travel Time Savings
Compared to No-Build Situation
1980

	Outbound	Inbound	Total
Alternative 1	2.54 min.	4.27 min.	6.81
Alternative 2	3.26 min.	4.60 min.	7.86
Alternative 3	2.39 min.	4.10 min.	6.49

Using this method of estimating signal delays indicates that total two-directional travel time savings is maximized by Alternative 2 (7.86 min.) followed by Alternative 1 (6.81 min.), and then Alternative 3 (6.49 min.). From a transit point of view, it can be concluded that operation within the HOV lane between Tacoma and Harold will not assure any savings in travel time over operation in the curb lane. The difference between alternatives is negligible in comparison to the improvement of any alternative over the present situation. It is even less significant in comparison with the No-Build in the year 2000.

Carpool Occupancy Adjustment and Enforcement

This consideration is only applicable to Alternative 1. In order to ensure smooth transit operations in the HOV lane a level of service of "C" will need to be maintained in that lane. This means that, when the level of service drops below "C" the number of persons required to define a carpool will have to be increased by one. This will also insure that a travel time incentive is maintained for carpoolers.

An enforcement plan would need to be developed to insure that violations in the HOV lane do not impair bus operations. Costs for the implementation and operation of this enforcement plan would be identified and assigned to the appropriate agency.

Transit Ridership

According to Staff Report No. 69 of the Metropolitan Service District (METRO), improved bus service will attract 31,000 daily riders in the year 2000. Since transit travel time and cost are just about equal for all three alternatives, bus ridership is not expected to vary significantly between them. This means that the operation of transit in the HOV lane will not result in higher ridership than operation in the curb lane.

Elderly and Handicapped Accessibility

Provided that elevators are installed wherever a grade separated transfer is required, all build alternatives provide a similar level of accessibility to the transportation disadvantaged.

Summary and Conclusions

No-Build - Transit service under the No-Build will be no more efficient than the mixed traffic and therefore become substantially less efficient by the year 2000 than it is today.

Alternative 1 - Although conceptually planned as a "transit priority" alternative, technical difficulties make this alternative less effective than transit service operating in normal mixed traffic as with Alternative 2.

Much of the problem arises from the need to move back and forth between the curb lane and the HOV lane and the mixing of carpools with the buses. This is necessary because buses cannot operate in the reversible section of the HOV lane. On the southern end, the most useful bus stops are along a frontage road, not on the highway where the HOV is located.

From a transit viewpoint, curbside transit priority lanes would be more useful. These were examined and dropped from consideration because it would be necessary to carry two priority lanes throughout the project length. There is insufficient width north of 17th Avenue and at the Milwaukie Avenue Overcrossing structure to accomplish this except at a cost far exceeding the appropriated project monies.

Alternative 2 - Alternative 2 operates the most effectively through the year 2000.

Alternative 3 - Alternative 3 operates with the same effectiveness as Alternative 2 through the year 1991. If at that time, the roadway were converted adding an HOV lane it would operate as well as Alternative 2 through the year 2000. If not, it would become slightly less time effective than either Alternative 1 or 2, but would remain less problematic than Alternative 1.

In summary, from an operations point of view, the order of preference would be Alternative 2, Alternative 3, Alternative 1, and then the No-Build.

Convertibility

One of the four goals of the project is that it be convertible to light rail transit. Many uncertainties surround the issue of convertibility. At this point, it has not been established that light rail transit is the appropriate ultimate mode of public transit in this corridor, and if it were, when it might be implemented. Higher priority light rail projects and questionable availability of funding make the decision premature at this time. In the meantime, there is a pressing need to increase the capacity of McLoughlin Boulevard, and to build the level of ridership in high occupancy transportation. It has therefore been deemed necessary that the project not foreclose on future options, or needlessly complicate a possible conversion.

The quality of convertibility has several factors: the physical availability of space, the ability to continue existing service during construction, and public acceptance of the action. The following analysis will assume that two lane widths located in the center of the roadway would be required for light rail.

Availability of Space

Only 40 percent of the project length provides adequate width to accommodate two tracks and stations. North of Harold Street, additional right-of-way would need to be acquired to provide width for a second track and stations. South of Tacoma, there is insufficient right-of-way for stations. Some overcrossing structures would also need to be widened to accommodate two tracks.

Alternative 1 provides the most potential space for the placement of a light rail system in that it requires the most right-of-way and provides some of the stations that would be necessary. The space would, however, be committed to bus transit service and carpools prior to the possible installation of a rail system. If it were to be converted, this use would have to be displaced and the pavement removed.

Alternatives 2 and 3 provide the same amount of potential space. With Alternative 2, the space would be occupied by an HOV lane that would require removal and pavment would need to be removed. With Alternative 3, if conversion occurred in the early 1990's, two-thirds of the length could be converted without displacing an existing use, but approximately half a traffic lane of pavement would be removed between Tacoma Street and Reedway Street. North of Harold Street, use of a reversible HOV lane would be eliminated. If conversion occurred after the restriping of the project area to include an HOV lane throughout the project, conversion would occur as with Alternative 2.

The No-Build Alternative would allow for the greatest latitude of placement; however, conversion would then result in all of the impacts mentioned in this document plus those related to the acquisition of additional right-of-way.

Continuance of Service During Construction

Alternative 1 would experience the greatest disruption during conversion. Bus service would have to be reestablished at the curb and carpools would be forced into mixed traffic lanes. Bus service would not be disrupted during conversion of either Alternative 2 or 3. Carpools, however, would be required to use mixed lanes with Alternative 2, and possibly with Alternative 3 if conversion occurred in the late 1990's. It is unknown how many carpools would survive without a priority treatment lane. One of the remaining 3 traffic lanes could be converted to an HOV lane if the remaining lanes could carry the extra traffic.

Conversion with the No-Build could occur with little disruption of service, but the level of service would be below that provided by any of the build alternatives. The order of preference with regard to continuance of service is then: Alternative 3, Alternative 2, Alternative 1, and the No-Build Alternative.

Public Acceptance of Conversion

With sufficient ridership, there is a point where light rail is more cost-effective than buses. In this corridor that point has been variously estimated to be between 30,000 and 40,000 daily person-trips. There is a reasonable possibility that this point could be reached in a relatively short time following project construction. Conversion would then lead to removal of pavement from the HOV lanes, which may not yet be fully amortized. It is probable that public acceptance of conversion to light rail would be low with either Alternative 1 or Alternative 2 being operational. Alternative 3, if it were not restriped, and the No-Build Alternative are the most convertible from this standpoint.

Summary and Conclusions

Of the alternatives, Alternative 3 is the most convertible. It provides adequate capacity through 1991, and if restriped, through 2000. Alternative 3 postpones a commitment of resources to a particular transit mode until adequate funds and data are available to make an appropriate decision.

Alternatives 2 and 1 follow in that order of preference. These alternatives assume that the threshold of cost-effectiveness for light rail will not be reached until the year 2000 or beyond. In the meantime they provide a high level of service. Disruption of established service at the time of conversion would be relatively minor with Alternative 2 and moderate with Alternative 1.

There has been support from the public to maintain the No-Build until light rail is feasible, arguing that the No-Build would force higher transit use. Traffic projections and assumptions in this report support an opposite view.

Light rail would probably not be installed until a certain level of ridership is assured and a substantial change is required to meet that level in this corridor. A severely congested corridor is not likely to produce this change because the buses will be subject to the same congestion and delays as autos. Travelers, under these circumstances prefer to try it on their own. The narrowness of the present roadway would offer no opportunity to try innovative programs such as transit only lanes, etc., in order to build ridership. The No-Build Alternative, therefore, fails to provide a smooth transition to a multimodal system.

Effectiveness in Reaching Mode Change Goals

One of the four stated goals of the project is to increase the use of public transit and carpools. The premise behind this goal is that if more person-trips can be made in fewer vehicles, the person carrying capacity of each lane will increase. This would result in less land and other resources being committed to transportation purposes. This section discusses the parameters involved in meeting this goal.

Transit Ridership

METRO estimates 31,000 riders per day in the year 2000 on McLoughlin Boulevard trunk routes, which is almost a 5-fold increase over existing levels of ridership. This estimate assumes that gasoline will cost $3.10 per gallon in 1980 dollars in the year 2000 and that the following transit service components are constructed:

1. Exclusive or priority bus provisions were assumed on McLoughlin Boulevard north of Highway 224;
2. A timed-transfer station in downtown Milwaukie used by trunk routes connecting to the Portland CBD, Central Eastside, Clackamas Town Center (CTC), Oregon City and Burlingame (Westside) area;
3. Park-and-ride lot location(s) in the Milwaukie area to intercept auto traffic from both Hwy. 224 and McLoughlin Boulevard and connected by bus to the Milwaukie Transit Station and direct transfer opportunities;
4. A timed-transfer station and park-and-ride lot at the Clackamas Town Center with trunk routes connecting to the Milwaukie Transit Station, the Banfield LRT (at Gateway), the Oregon City park-and-ride lot and Oregon City Transit Station;
5. A timed-transfer station in the Oregon City area with trunk routes connecting to the Westside (at Lake Oswego), the Milwaukie Transit Station (via the Oregon City park-and-ride lot and McLoughlin Boulevard), and the CTC Transit Station (via the Oregon City park-and-ride lot and 82nd Drive); and
6. A park-and-ride lot in the vicinity of the junction of I-205 and the Oregon City Bypass, located either at: (1) the south end of the Portland Traction Company (PTC) Bridge (which could possibly be refurbished for transit only use); or (2) in the vicinity of the south end of the Clackamas River Bridge on McLoughlin Boulevard. This park-and-ride lot would be connected by trunk route service to the Oregon City Transit Station and to the transit stations in Milwaukie and the Clackamas Town Center.

None of the alternatives includes significantly beneficial exclusive bus provisions to satisfy assumption #1. The priority treatments designed into Alternative 1 are negated by the transitions between the median HOV lane and the curb lanes. Construction of priority lanes throughout the project length would elevate costs far beyond the funding available for the project. The objective of priority transit lanes is to cut travel time for bus patrons, making the bus more attractive. This objective may, however, be met in another way--by reducing waiting time at bus stops. This can be accomplished by using more buses. For riders, the overall time to reach their destination may be the same. Therefore, even though assumption #1 is not satisfied by the project design, it is possible the projected ridership may still be generated with the build alternatives.

Transit service will need to be expanded to accommodate projected ridership. This will require additional funds not included in the project funds. Transit is funded only partially from fares. Additional revenues come from a local tax base and state and federal funds. Ultimately, the ability to meet the modal split goals of this project will depend on the ability to generate funds from these sources.

Failure to develop the projected modal split will result in the reoccurence of existing conditions--increased congestion on McLoughlin Boulevard and infiltration of through traffic on neighborhood streets.

Carpool Formation Incentives

Given the predicted 32 second time savings gained by carpools using the HOV lane, there is little incentive for carpool formation. This situation will likely result in a carpool definition of two persons. A 1.5 minute time savings in the Banfield HOV lane resulted in an average auto occupancy rate change of only 5.3%, up from 1.32 persons per auto to 1.39 persons per auto.

PEDESTRIAN AND BICYCLE TRANSPORTATION

None of the build alternatives would have a significant effect on pedestrian and bicycle travel patterns. Increased speed and distance between curbs could be detrimental to pedestrian safety. Closing all non-signalized intersections, painting crosswalks and the installation of pedestrian islands (Alternatives 2 and 3) could offset the detriments and maintain bicycle and pedestrian safety.

Bikeway areas are not proposed along the new alignment, nor is any part of the project classified as a proposed bike route.

RAILROADS

None of the build alternatives would affect existing train operations. Traffic, however, may experience more conflict at the railroad crossing of Tacoma Street. Additional lanes will be added at the crossing, decreasing the safety of the crossing. The Tacoma Overcrossing Option would remove this conflict, eliminating the safety hazard and the congestion caused by cars waiting for trains to clear the crossing.

SAFETY

Safety has already been discussed within the transit analysis and with respect to the Tacoma Overcrossing Option. McLoughlin Boulevard enjoys a low accident rate as it is, with the highest incidence occurring at the Tacoma intersection. Improved flow and intersection configuration should tend to reduce accidents, although the increased speed may negate the effect.

CONSTRUCTION TIMING AND STAGING

The project is expected to take two years to construct. During this period, it will be possible to maintain 4 lanes of traffic on McLoughlin Boulevard. Much of the widening can be accomplished on the newly acquired right-of-way without significantly disrupting traffic on the existing roadway. Traffic will then be directed to the new lanes so that the existing roadway can be rebuilt.

A temporary structure will be provided from Clackamas Highway for northbound McLoughlin traffic during construction to provide continuous service. The Portland Traction Railroad Overcrossing will be stage-constructed and a temporary structure provided. Bybee Overcrossing will be closed for a week or less while the structure is raised.

Some motorists will be temporarily inconvenienced by the need to use indirect travel routes during closed periods. The rail crossing has a very low frequency of use so that with proper planning impacts will be minimal.

Social Environment

LAND USE

Primary land use impacts will occur due to right-of-way acquisition. These are discussed under Economic impacts. Secondary impacts involve pressure to increase the density of use, for example from single family to multifamily residential and pressure to change from one use to another depending on how the facility enhances or diminishes the land value for various uses. The latter process is described as intensification of use.

The build alternatives, because of increased traffic and transit capacity, will increase pressure for intensification and increased densities near street intersections with McLoughlin Boulevard. Pressure for conversion of residential and open space uses to more dense multi-family and commercial uses would probably be most intense between Milwaukie Avenue and 17th Avenue, at Harold Street, and at Tacoma Street where bus transfer stations would be located. While a bus transfer station would be located at Bybee Boulevard, the existing land uses (Eastmoreland Golf Course and Westmoreland Park) would be unlikely to change. However, pressures for increased density and intensification of use would be likely to occur west of McLoughlin Boulevard along Bybee.

Because of the increased accessibility to and from the Central Eastside Industrial District and the Brooklyn Industrial District, pressure for increased commercial and industrial zoning and for more concentrated industrial use is likely with any of the build alternatives. As traffic circulation improves, the adjacent residential properties could become even more valuable as possible expansion areas for the industrial districts.

Retention of the residential uses is the responsibility of the City of Portland, and since the city is committed to retaining the residential areas of Brooklyn, Eastmoreland, and Sellwood-Moreland, conversion of these areas is unlikely.

The Build Alternatives are expected to result in a traffic decrease on S.E. River Road, Milwaukie Avenue, 17th Avenue, Tacoma Street, and parts of Holgate Boulevard. The traffic reduction would probably result in a stabilizing effect on land uses along Milwaukie Avenue and 17th Avenue (or other parallel streets). Residential properties tend toward conversion to higher density residential or commercial uses when traffic and congestion increase. By decreasing the traffic along Milwaukie Avenue and 17th Avenue, the character of the residential and traffic sensitive commercial uses would probably be retained until the year 2000 (1991 with Alternative 3), when congested conditions would again develop.

The No-Build Alternative would result in little change along McLoughlin Boulevard, but increased traffic on 17th Avenue and Milwaukie Avenue could cause traffic dependent businesses to leave and the character of the commercial area to change.

The project may also affect the rate of population growth to the east and southeast of Milwaukie. The ultimate growth and development patterns would probably not change from the No-Build scenario, but the increased accessibility should stimulate activity.

CONFORMANCE WITH PLANS AND POLICIES

The build alternatives are all in conformance with the plans and policies listed in the planning section of the Affected Environment section. The alternatives do vary, however, in how well they meet the goals of these plans. See the Transportation section for further examination of this question.

The No-Build Alternative is in potential conflict with regional goals and policies which indicate a need for development of a safe, convenient, efficient, and economic transportation system because of the heavy traffic load carried by the existing facility.

HOUSING AND POPULATION

The project would not have a significant effect on the housing supply in the immediate project area. The project may affect the rate of housing growth to the south and east of the project area. The build alternatives would maximize the rate while the No-Build Alternative may slightly retard the rate. The impact on population in this sector of the metropolitan area would be similar.

NEIGHBORHOOD COHESION

Increased traffic in and through neighborhoods can reduce safety, increase noise, and divide or disrupt the necessary or desired social linkages in a neighborhood.

The No-Build Alternative would perpetuate and increase the existing heavy use of neighborhood streets by through traffic.

All of the build alternatives would enhance neighborhood cohesion by reducing traffic on neighborhood streets, particularly 17th and Milwaukie Avenues. The largest traffic reduction (50%) is expected between Tacoma Street and the Clackamas Highway, with 26% decrease between Tacoma Street and McLoughlin Boulevard, and a 32% decrease between Holgate Avenue and Powell Boulevard.

COMMUNITY FACILITIES

Access for institutions and emergency services would be improved under any of the build alternatives. Some services, particularly fire protection from Engine House No. 20, and school bus service could be disrupted if Bybee Boulevard Overcrossing is closed during construction. The No-Build Alternative would increse congestion on all through streets in the area and therefore inhibit the operation of emergency vehicles.

COST EFFECTIVENESS OF PROJECT

The alternatives were evaluated under the assumption that Alternatives 1 and 2 offered a 20 year solution and that Alternative 3 offered a 10 year solution. With restriping to 11 foot lanes and 3 foot shoulders, Alternative 3 could function in the same way, and for the same time period as Alternative 2.

The expected benefits from building any of the alternatives will come from the:

1. Reduction of peak hour congestion along McLoughlin Boulevard;

2. Reduction of accidents;

3. Increased transit use;

4. Improved access to local industrial and commercial enterprises; and;

5. Relief of through traffic on arterials in the Sellwood-Moreland neighborhoods.

Benefits to the Sellwood-Moreland neighborhood area will be in (1) reduction of driving time, (2) energy savings due to a freer traffic flow and increased transit use, (3) savings from reduced accidents and lower insurance rates, and (4) a better environment for business activity and potential higher commercial and residential values along and near the arterials.

The benefits from Alternative 3 would continue until traffic growth catches up with the new capacity. If this point were reached before decisions concerning future transit systems were made and implemented, forseeable public transit supply would be unable to handle the excess. Traffic would increasingly use parallel arterials as alternate routes to the Brooklyn area and other Portland areas. This situation could be remedied by restriping to create four lanes in either direction.

The benefits from the Tacoma Overcrossing Option would be the same for all the construction alternatives. It is estimated that a 75 percent reduction in the accident rate* at this intersection would result compared with the alternates without this overcrossing. Similar reduction in accidents would occur under Alternate 3 for the above mentioned reasons. Expected monetary benefits from this accident reduction are between $14,000 to $28,000 annually, based on an average cost of $2,500 per accident.

Costs of the proposed alternatives are shown in Table 11.

Highway projects, by acquiring right-of-way, diminish the tax base. They may also increase the tax base by increasing the property value of remaining properties. Highway projects, therefore, produce a property tax shift from the property acquired to the remaining property in the taxing dis-

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*A grade separated interchange should eliminate all rear-end and turning accidents on McLoughlin Boulevard. Some increase or new turning accidents can be expected at the ramp terminals on Tacoma. A 60-70 percent reduction in turning movement accidents can be expected since two new intersections on Tacoma Street will be added due to the overcrossing. Some rear-end accidents can be expected on Tacoma at the new signals. Expected accidents with the interchange are about 10 accidents versus 38 without the interchange for a new rate of 5.1 accidents per million vehicle miles. The current average annual accident rate is 20.5 accidents per million vehicle-miles.

TABLE 11

ESTIMATED TOTAL COSTS INCLUDING CONSTRUCTION AND RIGHT-OF-WAY COSTS FOR MCLOUGHLIN BOULEVARD PROJECT ALTERNATIVES

		Alternatives - $(000s)		
	Expenditure Items	#1	#2	#3
Tacoma Grade Crossing Option:	Base	14,422	14,422	14,230*
	Tacoma Grade Crossing	712	712	712
	Union-Grade Viaduct	1,000	1,000	1,000
	Bus Stations (No Shelters)	320	320	320
	Construction	16,454	16,454	16,262
	Right-of-Way	6,900	5,525	5,525
	TOTAL	23,354	21,979	21,787
Tacoma Overpass Interchange Option:	Base	14,422	14,422	14,230*
	Tacoma Overpass	6,600	6,600	6,600
	Union-Grand Viaduct	1,000	1,000	1,000
	Bus Stations (No Shelters)	320	320	320
	Construction	22,342	22,342	22,150
	Right-of-Way	8,572	7,197	7,197
	TOTAL	30,914	29,539	29,347

* Surfacing saved $192,000

trict, with some properties becoming more valuable because of the new facility. The amount of the shift for this project based on the 1980 tax levy is shown in Table 12.

TABLE 12

ESTIMATED PROPERTY TAX "SHIFT"
DUE TO
MCLOUGHLIN BOULEVARD PROJECT ALTERNATIVES

Tacoma Intersection	Design Alternatives			
	No-Build	1	2	3
Grade Street Crossing	0	$33,700	$27,000	$27,000
Overpass Interchange	0	$42,200	$35,000	$35,000

RIGHT-OF-WAY IMPACTS

The number and type of right-of-way impacts are shown in Tables 13 and 14. Properties which will be displaced are shown in Figures 1 through 9 in Appendix D. Individuals affected by right-of-way acquisition were interviewed to obtain socio-economic data and other information useful in assessing relocation requirements. Since some of this information is considered confidential, only that information which is relevant to relocation is summarized.

Two single family residential dwelling units would require removal with the build alternatives. One of the units is owned by an elderly person. Occupants of the other residence did not respond to the survey so data is unavailable at this time. Based upon the response of the elderly occupant, relocation would pose no difficulty. Both homes are in a price range and location for which numerous comparable replacement dwellings are available. Since the number of relocations is limited to two units, no impacts on neighborhoods from these relocations is foreseen. Nor have other potential impacts such as inhibited access to jobs, educational opportunities, religious institutions, parks and the like been identified. All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin.

Alternative 1 requires 18 business displacements while Alternatives 2 and 3 each require 17. The Tacoma Overcrossing option would add one displacement to each build alternative. Eleven businesses would be affected by partial acquisition (parking, landscaping, portions of building). The nature of businesses displaced or otherwise impacted by acquisition is summarized in Table 14.

Selected characteristics of the various businesses displaced by right-of-way acquisition were obtained from a questionnaire representatives of the businesses were asked to complete.* This information revealed that none of the enterprises is minority owned, that the majority (72%-77%) have less than 20 full-time employees, and that none of the businesses employ a significant number of minorities.

The questionnaire disclosed that about 75 percent of the businesses would choose to relocate versus closing. Of these, over 90 percent would prefer to stay in the same neighborhood. Replacement sites are available now, but this condition is subject to constant change. The final result will not be known until actual right-of-way negotiations take place--which could be several years away if a build alternative is selected.

Two firms, which would be displaced with any build alternative, indicated they would liquidate--dismissing approximately 80 employees. This represents 35 percent of the estimated 226 full-time employees working at affected businesses. In terms of the individuals affected it is not possible to predict at this time how difficult finding new jobs would be. These employees are in the food services sector, so finding similar reemployment would be less difficult than employment in other sectors of the economy.

The economy of the area should be relatively unaffected by business displacements insofar as replacement sites are available. Losses in business activity that could potentially occur during the relocation period should be comparatively minor since efforts would be made to plan moves well in advance. In the long-term, the impact on business activity should be positive as land adjacent to and accessed by McLoughlin Boulevard would be afforded improved accessibility. Moreover, about one-half of the businesses relocating indicated they would expand their operations as a result of the move.

The amount of land acquired will have almost no impact in the long term on the use of land or on future growth. Land is scarce in this area but the highway improvements should increase development on existing available land and intensify its use. The loss of this land is not expected to slow economic development and growth. The No-Build Alternative may retard long range economic development because of growing congestion.

The affected businesses may suffer some loss of sales during their transition. About 75 percent of the businesses will relocate according to the right-of-way survey conducted by ODOT. Over 90 percent would prefer to stay in the same neighborhood. Insofar as replacement sites are available, the economic loss to the industrial areas would appear to be minimal. In fact, about 43 to 50 percent of the businesses relocating would expand their operations.

Property acquisition and relocation assistance procedures are governed by the U.S. Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646), appropriate State relocation legislation, and U.S. Department Order 5620.1.

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*This information is confidential and is therefore not reproduced herein.

TABLE 13

ESTIMATED RIGHT-OF-WAY IMPACTS ON LAND, BUSINESSES AND RESIDENTIAL UNITS

Impacts	Alternatives #1	#2	#3
With Tacoma Grade Crossing Option:			
Area Taken - acres	16.74	14.61	14.61
Number of Parcels	36	36	37
Displacements: Businesses	18	17	17
Residential Units	2	2	2
Impacted, Not Displaced: Businesses	16	16	16
With Tacoma Overpass Interchange Option:			
Area Taken - acres	22.32	20.19	20.19
Number of Parcels	39	39	39
Displacements: Businesses	19	18	18
Residences	2	2	2
Impacted, Not Displaced: Businesses	18	18	18

TABLE 14

TYPE OF BUSINESS ACTIVITY AFFECTED BY MCLOUGHLIN BOULEVARD RIGHT-OF-WAY

Type of Activity	Number Engaged	Types of Businesses
Retail Sales	15	Restaurants, parts, auto, metal, grocery, pumps, nursery, gas
Retail Servies	9	Travel, cleanears, auto, nursery, rentals
Financial & Insurance	4	Bank, credit union, insurance
Professional	4	Veterinarians, government, vocational school
Wholesale	3	Food, paint, parts
Manufacturing	3	Sheet metal, pumps
Construction	2	Sheet metal, pumps

Any person, family or business displaced by a highway project is offered relocation assistance service for the purpose of locating a suitable replacement property. Relocation services are provided by qualified personnel in the ODOT right-of-way office. a relocation agent, assigned to the highway project, will contact personally each displacee and explain the services and benefits available in accordance with the displacees' eligibility. The agent can provide a current listing of comparable replacmenet properties which are within the financial means of the displacee, available on the open market, and "decent, safe, and sanitary." Information is also available on Federal and State housing programs, loan programs, and other State and Federal agencies offering assistance to displaced individuals. The agent will assist in completing applications or claim forms for payments. All pertinent financial information concerning replacement housing will be explained. See Appendix E for a description of the procedures.

In addition, the right-of-way office maintains considerable data which may be of assistance to the displacee. Such data include local housing ordinances, open housing, building codes, social services, information on costs such as security deposits, closing costs, typical down payments, interest rates and terms, VA nd FHA insured loan requirements, real property taxes, consumer education literature on housing and various other subjects. These available upon request.

ECONOMIC IMPACTS

Effects of the build alternatives on the neighborhoods, particularly Sellwood-Westmoreland, would be positive. Removal of through traffic would allow easier circulation of vehicles with destinations within the neighborhoods. Neighborhood shopping areas would continue to thrive and residential property values would be maintained, reflecting improved livability with reduced traffic.

None of the Alternatives, Build or No-Build, will have a noticeable effect on Eastmoreland or the Brooklyn area. However, as the Brooklyn area continues to grow, there will be more pressure on existing street systems and arterials for commuting and parking. This may be mitigated by increased use of transit as the service improves in the corridor.

Delays and access difficulty occuring during construction may cause a temporary reduction in sales for some businesses. Though, for the most part, large portions of the project can be constructed without disrupting existing traffic patterns. Access disruption will be held to the minimum necessary and detours will be well publicized.

If the No-Build Alternative is selected, continued and expanded use of arterials in the neighborhoods may cause the local businesses to forego expansion and perhaps move elsewhere, especially if access and parking is restricted. Industrial parks located along McLoughlin Boulevard may suffer similar effects. The No-Build Alternative may also cause a change in buying habits for those on the southern end of the project from regionally to locally. This may intensify the growth in shopping centers located between South Milwaukie and Oregon City and between Highways 99E, I-205 and 213 causing a loss of revenue to the Portland CBD.

PUBLIC RECREATION

Westmoreland Park is the only recreation land that will be affected by the project. The build alternatives will not require land from the park as no right-of-way is required; however, there will be temporary impacts during construction and on-street parking on McLoughlin Boulevard , now available to park patrons, will be permanently removed.

During some stages of construction, access to the park from McLoughlin Boulevard will be limited. Patrons may also experience increased noise, vibration and air pollution during construction.

The shoulder of McLoughlin Boulevard is frequently used for parking, particularly by patrons of the baseball diamonds, although it is not specifically designated as parking and is considered a safety hazard. There is sufficient space for as many as 94 vehicles to park in this area. If a build alternative is selected, this area will be signed to prohibit parking because of the increased safety hazard.

Three parking lots are available to park users currently. Parking is also available on the section of roadway connecting McLoughlin and Bybee Boulevards, and along the residential sides of 22nd Avenue and Knapp, Rex, and Nehalem Streets. Parking along these streets is restricted because of residential parking, however. Restricting parking on McLoughlin will most likely result in parking on these residential streets, further away from the park, and greater use of the park parking lots.

The possibility of replacing the on-street parking was explored. Slightly less than one acre of land would be required. All the land surrounding the park, and the park itself, is intensely developed, which led to the determination that displacing a present use for replacement parking is not an acceptable solution. Widening the shoulder to permit safe parking was also explored, but rejected. There is insufficient space to widen the shoulder without acquiring right-of-way from the park or damaging the trees.

AESTHETICS

The build alternatives would require the conversion of over 14 1/2 acres of open space from Harold Street to Nehalem Street into pavement for the widening of McLoughlin Boulevard. This change of use would be a significant departure from the currently open, grassy area. Although efforts to retain most of the mature trees in the area would lessen some of the impact of this change of use, this alteration from the present aesthetic environment will detract from McLoughlin Boulevard's present visual appeal. The removal of natural vegetation for new pavement area cannot be mitigated.

The construction of any of the build alternatives would require the removal of trees. These impacts are discussed specifically under the "Trees" section of this document.

In addition to the removal of trees open space and other vegetation would be impacted by the build alternatives. If the destruction of vegetation occurs as a result of construction outside the paved area, the impact is short-term in nature because replanting would be possible. In order to help mitigate this short-term aesthetic impact, care would be taken where possible to preserve vegetation during construction, and replanting would be done where feasible.

Landscape treatments, as identified in the Arterial Streets Classification Policy, are required in concert with roadway improvements. Where feasible, street trees and appropriate vegetation will be planted.

TREES

McLoughlin Boulevard has large landscape trees for much of its length. The public has demonstrated interest in preserving as many trees as is possible in the design of the project.

Of particular interest are 83 giant sequoias (Sequoia gigantea) which are located on the east and west sides of the highway from South River Road to S.E. Reedway Street. Additionally, there are a number of Red Oak (Quercus borealis) between Tacoma Street and Bybee Street which includes Westmoreland Park, and Red Maple between Bybee Street and S.E. Reedway and small young maples between Ochoco and the Clackamas Highway. Cottonwoods, alder, and willow are also in the project area but are not part of the landscape scheme.

Several trees of various species would be removed as is shown below:

TABLE 15

TREE IMPACTS

Alternative	Sequoias	Oak	Maple	Cottonwood	Others	Total
1	15	4	45	22	10	96
2	15	-	51	32	10	108
3	15	-	50	32	10	107
Tacoma Overcrossing (Additional)	--	-	--	--	20	20

The build alternatives have been designed to minimize the impacts to trees. Fifteen of the 83 sequoias could not be avoided. The maples which are impacted are the small, young maples on the southern end of the project area. The cottonwoods and others are primarily located in naturally vegetated areas near streams.

During the planning stage of the project, the Oregon Arboriculture Company was hired to evaluate the condition of the trees along McLoughlin Boulevard, provide data for the road design, and present a plan to preserve the trees during construction so they can withstand pavement placed closer to their bases. The report recommends root pruning and fertilization for the sequoias and oaks two years prior to construction. All sequoias will then require refertilization and a 20 percent reduction of foliage in the fall or early spring just prior to construction.

It was recommended that no grass be planted under the trees and that vegetation such as Oregon Grape and Rhododendron be planted at the drip line. These features would be incorporated with any build alternative.

CULTURAL RESOURCES

Archeological Resources

Neither the No-Build nor the build alternatives of the project would affect archeological sites or materials. This area has been extensively modified and any evidence of aboriginal use has most likely been obliterated. The State Historic Preservation Officer (SHPO) has concurred that an archeological reconnaissance survey is not required prior to the construction of the project. (See SHPO letter in Appendix F).

In the event that archeological or historic resources not previously identified are discovered during the construction of the project, mitigation measures will be guided by section 105.13 of the *Standard Specifications for Highway Construction* to insure their identification, evaluation, and disposition.

Historic Resources

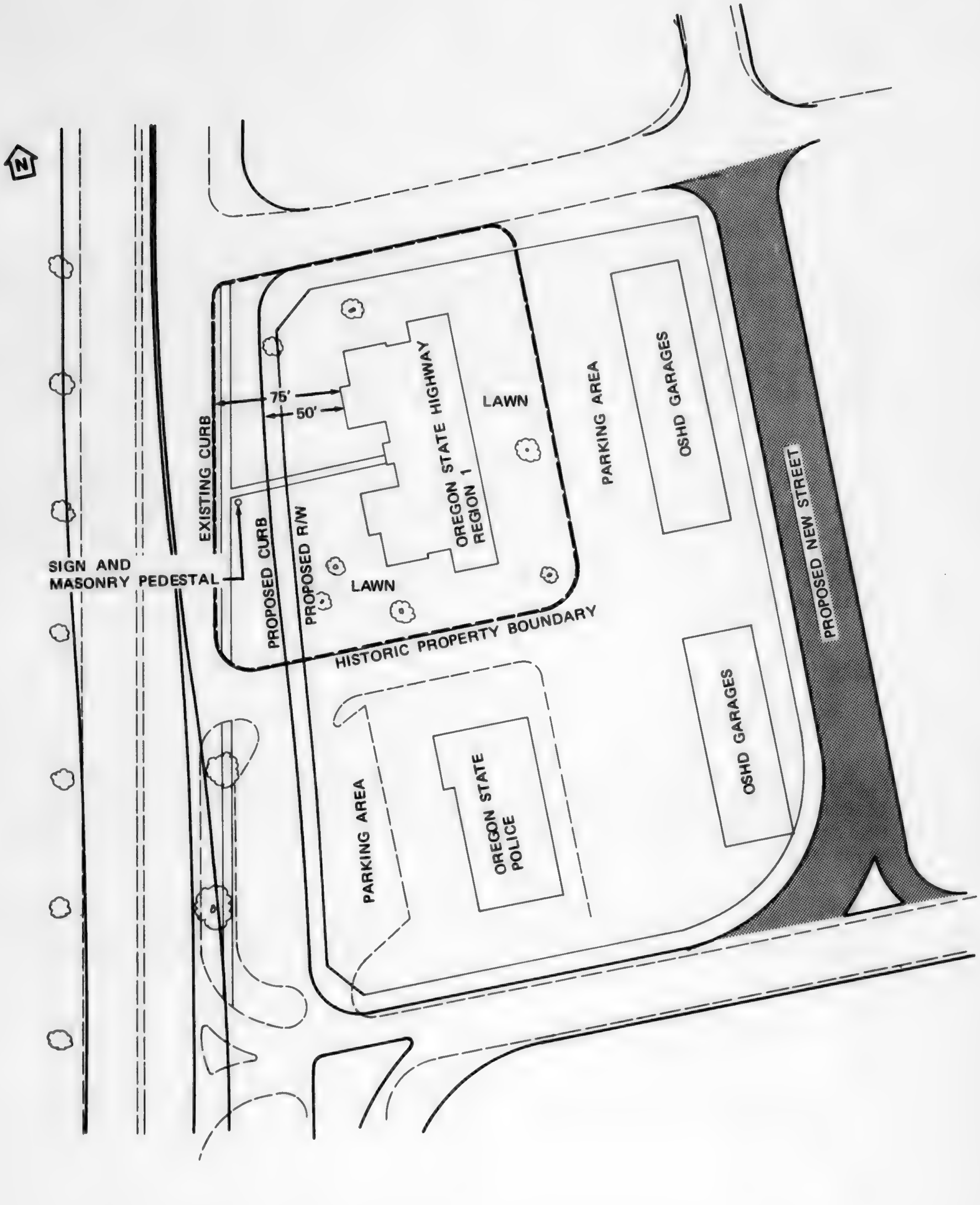
Neither the No-Build nor the build alternatives of the project would affect the Johan Poulsen House, Ross Island Bridge, or Eastmoreland Golf Course. Therefore, *A Finding of No Effect* was made on these three properties, and has been concurred with by the State Historic Preservation Officer. The build alternatives, however, would affect the State Highway Division Building, which is eligible for the National Register of Historic Places.

The proposed roadway will move the curbline 25 feet closer to the building, to within 50 feet of the nearest corner of the building. See Figure 11. The widening would remove a portion of the building's lawn area, existing curb and sidewalk, a building sign (non-historic) and an original stone lantern pedestal. None of the trees surrounding the building would be affected.

All of the build alternatives include a revision of the street system and access to McLoughlin Boulevard in the vicinity of the building. The existing access road to the building from McLoughlin Boulevard would be closed. Access to the building's parking areas on the east and south sides of the building would be provided from side streets. A new street connection between S.E. Beta and S.E. Stubb Street would be constructed across the State Highway Division Property east of two garages behind the main building.

FIGURE 11

IMPACTS AT THE STATE HIGHWAY DIVISION REGION 1 OFFICE PROPOSED HIGHWAY AND STREET CHANGES


N
75'
50'
EXISTING CURB
SIGN AND MASONRY PEDESTAL
PROPOSED CURB
PROPOSED R/W
LAWN
OREGON STATE HIGHWAY REGION 1
LAWN
HISTORIC PROPERTY BOUNDARY
PARKING AREA
OSHD GARAGES
PROPOSED NEW STREET
PARKING AREA
OREGON STATE POLICE
OSHD GARAGES

Conversion of a portion of the building's lawn area to highway use, and access changes would not appreciably diminish the setting of the historic building or affect its preservation.

A new sidewalk would be constructed in front of the building and the building sign and stone pedestal with lantern would be moved back, closer to the building. Reseeding the disturbed lawn area after construction would return the buiding's lawn area to its existing condition. The change in access would be beneficial, affording safer driving conditions and easier access. Neither the No-Build nor build alternatives would cause a noise impact on the building. The function and use of the building would not change as a result of the project. See the Draft 4(f) Evaluation for further details.

A Request for Determination of Eligibility on the State Highway Division Region I Office was prepared and forwarded to the Keeper of the National Register, U.S. Department of the Interior. The building was declared eligible for the National Register. This agency, in conjunction with the State Historic Preservation Office and the Federal Highway Administration, will initiate the Section 106 procedures if a build alternative is selected. Application of the Criteria of Effect points toward a Finding of No Adverse Affect as the appropriate documentation. The SHPO concurs with that evaluation.

Of the vintage properties, only the Oregon Worsted Company will be directly impacted by right-of-way acquisition. This acquisition would include a strip of the lot along the highway and damage to the northwest corner of the store. This acquisition probably would not result in the displacement of the business. The build alternatives would eliminate some of the store's current parking space, requiring creation of a new parking area elsewhere on the business's property.

NOISE

Methodology

This analysis was conducted in conformance with the Federal-Aid Highway Program Manual (FHPM) 7-7-3, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." FHPM 7-7-3 is the standard developed by the Federal Highway Administration (FHWA) to evaluate and mitigate traffic noise impacts associated with highway projects.

The degree of impact of traffic noise on human activities was determined by comparing predicted noise levels to FHWA design noise levels. The maximum levels acceptable in each category applicable to this project is as follows:

Leq 67 dBA (exterior) for outside activity areas of residences, schools, parks, etc.

Leq 72 dBA (exterior) for developed properties such as commercial and industrial areas.

Leq 52 dBA (interior) for the interior of residences, motels, schools, churches, etc. (This is determined by assuming an exterior reading of Leq 62 dBA will produce an Leq 52 dBA interior reading).

Noise Impacts

Contour lines, representing the area near the roadway within which design noise levels are exceeded, were calculated for all alternatives for the year 2000. The contours were "unshielded" contours and therefore represent the maximum distance from the roadway at which design levels could be exceeded. Table 16 shows the distance that various design noise levels extend from the roadway. Receptors that are within these distances and not shielded by other structures will be impacted, depending on the guideline category that is applicable. Table 17 summarizes the number of properties which are impacted by the No-Build and three build alternatives.

As is indicated by the table, the number of residential properties impacted is the same for all four alternatives (46 at which exterior design levels are exceeded and 62 at which interior design levels are exceeded). The build alternatives do impact five more commerical properties than does the No-Build , however (18 with No-Build, 23 with build alternatives). Figures 1 through 9 in Appendix F show which properties are impacted.

Traffic noise levels at the bus transfer stations were also studied. The predicted noise level at the median bus stations would be Leq 76 dBA, and the predicted noise level at the side bus stations would be Leq 77 dBA. This means that only partial communication could occur at distances over 6 feet, and that a very loud voice level would be needed for communication at 3 feet. It is concluded that communication between bus passengers would be difficult, but still possible at raised voice levels.

Construction Noise

Project construction noise is expected to create a temporary adverse noise condition. However, construction noise rarely occurs in any one location for an extensive period of time.

Project construction noise within Portland will be subject to City of Portland Ordinance No. 141882, Title 18, which establishes sound level standards for construction related noise. The ordinance prohibits operation of construction equipment that exceeds sound levels of 85 dBA when measured at 50 feet (except trucks, pile drivers, pavement breakers, scrapers, concrete saws, and rock drills). Time constraints will be from 6:00 p.m. to 7:00 a.m., on weekdays, and from 6:00 p.m. Saturday to 7:00 a.m. the following Monday, and during all legal holidays. These constraints will apply to all construction activities except by variance, reasons of emergency, or as directed by the project manager.

In addition to the constraints imposed by the City of Portland, the following construction noise abatement measures will be included in the project construction specifications.

TABLE 16

YEAR 2000 UNSHIELDED NOISE CONTOUR DISTANCES

Section	Alternative	Distance from Existing Roadway Centerline to Unshielded Noise Contours (Feet)* Leq 62 dBA	Leq 67 dBA	Leq 72 dBA
Division-Powell	No-Build	332	150	69
	1-2-3	332	154	72
Powell-Holgate	No-Build	320	148	69
	1-2-3	372	173	80
Holgate-Milwaukie	No-Build	323	150	69
	1-2-3	358	166	77
Milwaukie-17th	No-Build	306	142	66
	1-2-3	334	155	72
17th-Reedway	No-Build	305	142	66
	1-2-3 with overcrossing at Tacoma	346	161	75
	1-2-3 with grade crossing	314	146	68
Reedway-Bybee	No-Build	305	142	66
	1-2-3 with overcrossing at Tacoma	301 (W) 391 (E)	116 (W) 206 (E)	30 (W) 120 (E)
	1-2-3 with grade crossing	269 (W) 359 (E)	101 (W) 191 (E)	23 (W) 113 (E)
Bybee-Tacoma	No-Build	298	138	66
	1-2 with overcrossing at Tacoma	289 (W) 379 (E)	100 (W) 200 (E)	27 (W) 117 (E)
	3 with overcrossing at Tacoma	302 (W) 392 (E)	116 (W) 206 (E)	30 (W) 120 (E)
	1-2 Tacoma with grade crossing	280 (W) 370 (E)	106 (W) 196 (E)	25 (W) 115 (E)
	3 Tacoma with grade crossing	290 (W) 380 (E)	111 (W) 201 (E)	27 (W) 117 (E)
Tacoma-Ochoco	No-Build	190	88	41
	1-2-3	331 (W) 345 (E)	150 (W) 264 (E)	66 (W) 80 (E)
Ochoco-Clackamas Highway	No-Build	219	102	47
	1-2-3	286 (W) 345 (E)	111 (W) 191 (E)	30 (W) 110 (E)
Clackamas Highway-River Road	No-Build	119	55	26
	1-2-3	163	76	35

* (W) and (E) refer to west and east of existing centerline.

TABLE 17

TRAFFIC NOISE IMPACTS

	NO-BUILD ALTERNATIVE			BUILD ALTERNATIVES (ALL 3)		
		Residential			Residential	
Section	Commercial	Exterior	Interior	Commercial	Exterior	Interior
Division-Powell	8	0	1	8	0	1
Powell-Holgate	2	19	34	2	19	34
Holgate-Milwaukie	0	1	4	0	1	4
Milwaukie-17th	1	0	5	1	0	5
17th-Reedway	6	4	10	6	4	10
Reedway-Bybee	0	21	5	0	21	5
Bybee-Tacoma	0	1	0	0	1	0
Tacoma-Ochoco	1	0	2	6	0	2
Ochoco-Clackamas Highway	0	0	1	0	0	1
Clackamas Highway-River Road	0	0	0	0	0	0
TOTAL	18	46	62	23	46	62

1. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

2. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor, at his own expense, may be required to implement one or more of the following noise mitigations as directed by the project manager:

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

Mitigation

The following noise abatement measures were investigated for feasibility: prohibition or time restriction of heavy trucks, modification of speed limits, exclusive lane designation, changes in horizontal or vertical alignment of the roadway, and construction of noise barriers. The first three of these measures interfere with the accomplishment of basic project goals. Changes in alignment will occur with construction, moving traffic away from more noise sensitive areas--Westmoreland Park for instance--and thereby offering some noise mitigation.

Noise barriers proved to be the most effective of the measures studied. Eight sites for barriers, were investigated, all of which were residential and public use areas. Table 18 lists all the barriers which were considered, the noise characteristics, and cost factors associated with each one. Locations of the barriers are shown on Figures 1 through 9 in Appendix G. Right-of-way restrictions allowed consideration of only freestanding concrete and metal barriers.

Of the eight barriers investigated, only one is being recommended for inclusion in the project. This decision is subject to reconsideration following testimony at the public hearing. The remaining barriers, by number, were rejected for the following reasons:

1, 2 & 3. These barriers are not recommended because of excessive costs and because there would be no new construction adjacent to this section.

TABLE 18

BARRIER COSTS AND NOISE CHARACTERISTICS

Barrier	Type	Length	Height	Year 2000 Leq Level (dBA) No-Build	Build	Build w/ Mitigation	dBA Reduction	Property Mitigated	Total Cost	Cost per Dwelling Unit	Cost per dBA per Dwelling Unit	Recommended
1	Concrete Wall	475'	12'	66-69	67-70	61-62	2-7	10 Dwelling Units	$110,000	$11,000	$2,300	No
2	Concrete Wall	370'	10'	65-68	66-69	62-67	2-4	8 Dwelling Units	$ 70,000	$ 8,800	$2,900	No
3	Concrete and Steel Wall	1135'	10'	67-68	68-69	62-63	1-7	22 Dwelling Units	$245,000	$11,000	$2,500	No
4	A. Concrete Wall B. Concrete Shoulder Barrier	1410'	10'	67-70	67-68	61-62	6-7	24 Dwelling Units	A. $265,000 B. $360,000	A. $11,000 B. $15,000	A. $1,600 B. $2,100	A. Yes B. No
5.	Concrete Wall	900'	10'	65-71	65-71	61-63	3-8	Outside activity area of Westmoreland Union Manor	$180,000	n/a	n/a	No
6	Concrete Wall	145'	10'	68-69	67-68	62-63	5	Tennis Court	$ 27,000	n/a	n/a	No
7	A. Concrete Wall B. Concrete Shoulder Barrier	2840'	10'	68-69	67-68	62-63	2-6	Westmoreland Park	A. $530,000 B. $720,000	n/a n/a	n/a n/a	A. No B. No

4. Barrier four is recommended because the benefits were judged to outweigh the costs. The noise level at twenty-four dwelling units can be reduced by 6 to 7 dBA and the loss of visual screening caused by removal of trees can be mitigated.

5. Barrier five would lower noise levels at the lawn and garden activity area of the Westmoreland Union Manor to below design levels; however, the use of the area is low and therefore the benefits would be low. In addition, because of the size and shape of the building, noise from McLoughlin Boulevard would reflect off the building behind the barrier, thereby reducing barrier effectiveness. The project, in fact, will actually reduce noise slightly compared to the No-Build Alternative. For these reasons, this barrier was not recommended.

6 & 7. These two barriers would extend the length of Westmoreland Park if constructed. While feasible, the barriers create a potential for vandalism and grafitti. They would also reduce aesthetic enjoyment for passersby and reduce the surveillance provided by its present openness to the street. The park could become less safe and therefore possibly less used if a barrier were constucted. Although design noise levels are exceeded by all alternatives, the build alternatives actually reduce the distance of noise penetration into the park by 20 feet. For these reasons barrier 7 and 8 are not recommended.

AIR QUALITY

Table 19 shows the total emissions of selected polluants for the build alternatives.

With the build alternatives, all of the sites (listed earlier) have estimated CO concentrations which are less than the NAAQS and therefore are not in violation. The effect of the overcrossing structure at Tacoma Street on predicted concentrations is very small (two sites will have lower CO concentrations and two sites will have slightly higher CO concentrations) when compared to the "at-grade" crossing at Tacoma Street.

No microscale CO impacts are expected for any of the build alternatives and the CO concentrations are predicted to decrease in the future. Only one site will be above the CO standards in 1983 with the No-Build Alternative. In 1984, this site is predicted to meet the NAAQS. These predictions are dependent upon the projected increase in transit use.

The total project area CO, hydrocarbon, and nitrogen oxides emissions for all of the alternatives are expected to decrease in the future. The build alternatives produce slightly less than those of the No-Build Alternative. No area-wide CO impacts are expected for any of the alternatives.

The formation of ozone is a complex chemical reaction involving reactive hydrocarbons and nitrogen oxides. The impact of ozone formation is normally experienced several miles from the initial emissions of hydrocarbons

TABLE 19

TOTAL EMISSION SUMMARY
ALL FACILITIES

PROJECT ALTERNATIVES	STUDY YEAR	CARBON MONOXIDE		HYDROCARBONS		NITROGEN OXIDES		LEAD	
		TONS/YR.	PERCENT	TONS/YR.	PERCENT	TONS/YR.	PERCENT	TONS/YR.	PERCENT
No-Build	1980	8601.50	100.0	897.72	100.0	1174.18	100.0	3.119	100.0
	1983	6862.73	79.8	636.89	70.9	1037.44	88.4	1.689	54.1
	1990	4352.45	50.6	298.50	33.3	714.23	60.8	1.826	58.5
	2000	3445.34	40.1	203.56	22.7	624.94	33.2	1.808	58.0
Build Alternatives	1980	8601.50	100.0	897.72	100.0	1174.18	100.0	3.119	100.0
	1983	6648.42	77.3	617.61	68.8	1016.48	86.6	1.672	53.6
	1990	4207.45	48.9	288.04	32.1	702.69	59.8	1.812	58.1
	2000	3303.18	38.4	194.79	21.7	611.50	52.1	1.798	57.6

Percent shows each pollutant relative to the following:

Alternative and Year	No-Build Alternate	1980

TABLE 20

TOTAL SUSPENDED PARTICULATES ESTIMATE
AIR QUALITY ANALYSIS

	No-Build Alternative		Build Alternative	
Year	Annual Geometric Mean	2nd Highest	Annual Geometric Mean	2nd Highest
1980	50*	179	50*	179
1983	50.9	182	50.1	179
1990	53	189	52.3	187
2000	56	200	54.9	196

*Micrograms per cubic meter.

and nitrogen oxides. Ozone impacts in the project area are usually a result of pollutants emanating in downtown Portland. The project area emissions, however, result in ozone formation to the southeast of the project.

Since the project area emissions for hydrocarbons and nitrogen oxides, which react with sunlight to form ozone are decreasing, the rate of formation of ozone would also decrease. Therefore, no impacts due to ozone are expected.

Lead particulate emission rates are declining as the number of vehicles which use leaded gasoline decrease. This results in an overall reduction in project area lead particulates. No NAAQS lead particulate violations have been recorded in the Milwaukie area since measurement began in 1973 and no impacts are expected as a result of the project.

There will be a future increase in the total suspended particulates (TSP) as the project area traffic mileage increases. See Table 20. All of the alternatives show a projected increase in TSP. In the case of the No-Build Alternative, TSP impacts are projected to increase due to the increased traffic mileage. The build alternatives predict a reduced traffic mileage and, therefore, the TSP impacts are projected to be less than the impacts of the No-Build Alternative.

Consistency Determination

This project is in an air quality nonattainment area having transportation control measures in the State Implementation Plan (SIP) which was approved by the Environmental Protection Agency on June 24, 1980. The FHWA has determined that both the transportation plan and the transportation improvement program conform to the SIP. The FHWA has determined that this project is included in the transportation improvement program for the Portland-Vancouver Metropolitan Planning Area. Therefore, pursuant to 23 CFR 770, this project conforms to the SIP.

UTILITIES

The following utilities have equipment and facilities within the project corridor:

City of Milwaukie Department of Public Works
Northwest Natural Gas
Pacific Northwest Bell
City of Portland Bureau of Streets and Structures
City of Portland Water Bureau
Portland General Electric
Cable Systems Pacific

The No-Build Alternative would not have an impact on the above utilities. Utility impacts associated with the build alternatives would be confined to the construction phase of the project and would primarily involve efforts to relocate utility lines during construction. All services would remain operational during construction, except for temporary disconnections.

Natural Environment

GEOLOGY

Probable geological impacts were estimated from available data. If a build alternative is selected, core samples will be taken as the project progresses which may modify somewhat the impacts as they are reported here.

Geological conditions which affect the project are unstable ground, poor drainage, potential erosion and siltation. The build alternatives are similar in impact, with Alternative 1 having slightly greater impacts because of its greater right-of-way requirements. The No-Build Alternative has no adverse geologic impacts.

Construction records of the existing highway show that unstable, clayey ground was encountered between Bybee Boulevard and Tolman Street, and in the vicinity of Insley Street.

Mitigation, if the clayey condition extends to the proposed construction areas, would entail excavating the material and backfilling with rock. Special subgrade drainage may be necessary between Bybee Boulevard and Tolman Street.

During construction, moderate erosion and siltation could occur when soil is exposed as a result of pavement and vegetation removal. These potential impacts will be controlled by early seeding and mulching or by spreading straw or other material on the bared areas likely to erode. Where necessary, straw bales will be staked across drainageways or staked in line paralleling the base of fills to prevent siltation.

Approximately 81,000 tons of aggregate will be required for each of the three build alternatives.

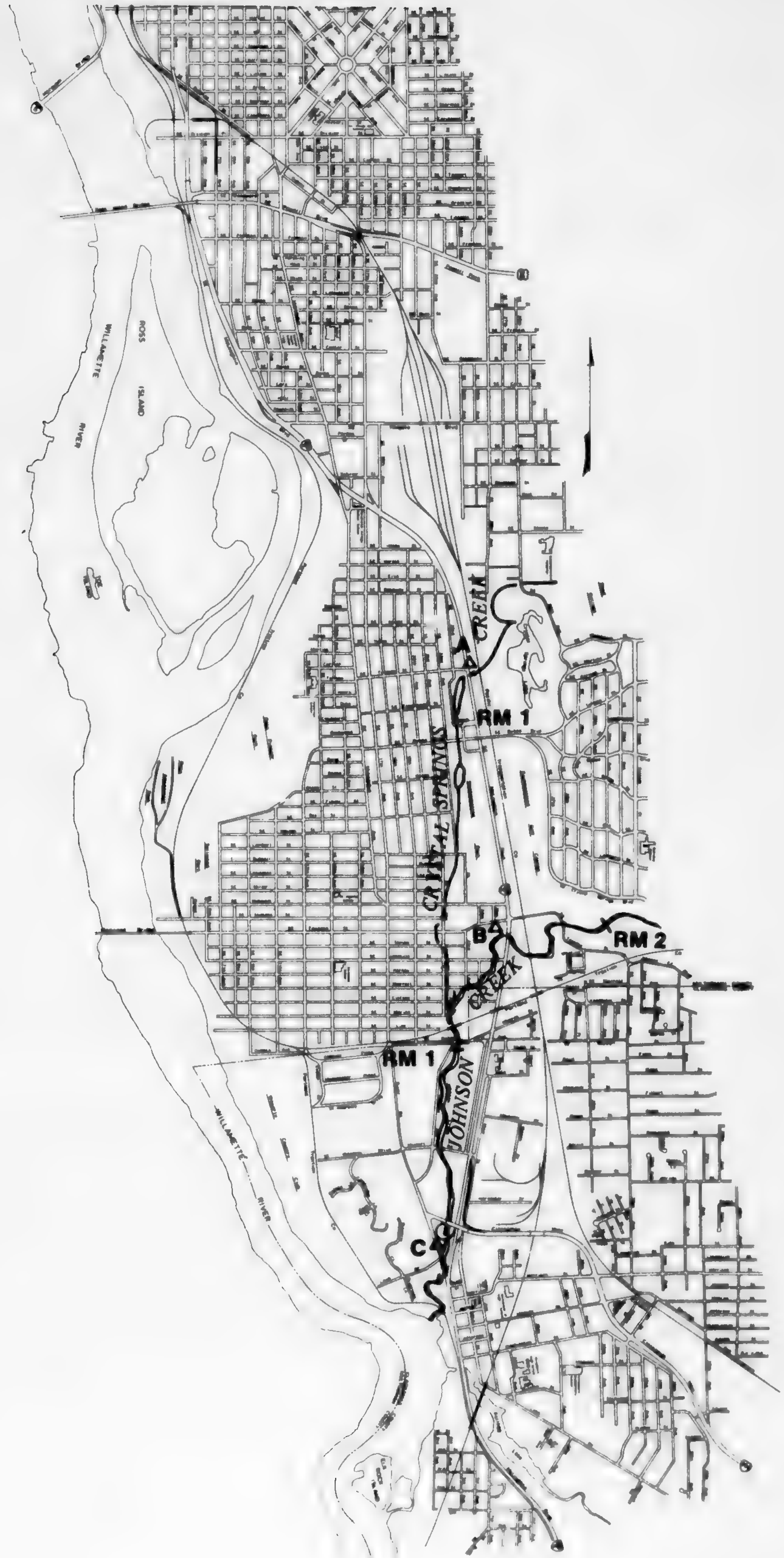
Mitigation will entail the reclamation of the rock-source sites. The Mined Land Reclamation Division of the State Department of Geology and Mineral Resources has jursidiction over such work.

WATER QUALITY

Construction activities which will affect water resources are as follows:

1. Construction of an at-grade structure crossing on Johnson Creek near the Tacoma Boulevard intersection (Impact Area B, Figure 12).
2. Extension of the Crystal Springs Creek culvert under McLoughlin Boulevard on the east side (Impact Area A, Figure 12).

FIGURE 12
WATER IMPACT AREAS


WILLAMETTE RIVER
ROSS ISLAND
CRYSTAL SPRINGS CREEK
A
RM 1
B
RM 2
JOHNSON CREEK
RM 1
C
WILLAMETTE RIVER

R.M. = RIVER MILE
A, B, C = IMPACT AREAS

3. Construction of a structure crossing over Johnson Creek near the River Road intersection (Impact Area C, Figure 12.)

4. Widening of an existing ramp crossing over Johnson Creek near the River Road intersection (Impact Area C, Figure 12), and

5. Addition of 16.1 acres of new pavement.

No significant adverse impacts on hydrology, water quality, aquatic biota/habitat, or wetlands will result if the No-Build Alternative is selected.

During the construction period water quality in Johnson Creek and Crystal Springs Creek will be temporarily lowered in the vicinity of Tacoma Boulevard and River Road on Johnson Creek. The primary adverse effect on water quality will be a temporary increase in turbidity and lower oxygen levels downstream of in-water construction sites. This will cause fish and other mobile aquatic organisms to avoid the construction zones and may delay migration of anadromous fish. Non-mobile organisms will experience interference in their growth and reproductive cycles, and some organisms will be destroyed during construction.

Short-term impacts are those which persist for only a limited time after construction is completed. A short term impact of Alternative 1 which relates to water quality and aquatic biology is erosion of sediments from cut/fill slopes on the project. Sediments are washed down from exposed slopes prior to establishment of grass and other plantings into existing waterways. Eroded sediments contribute to stream turbidity and siltation of bottom gravels. Since bottom conditions are already fairly poor in the lower sections of both creeks, and permit only occasional spawning in these section by salmonids, additional sediments would further degrade existing aquatic habitat. The effect on Crystal Springs Creek would be minor. The effect on Johnson Creek is considered moderate, since that creek will be exposed to a greater quantity of eroded sediments at several points on the project.

Hydrologic factors affected for the long-term by any of the alternatives include vegetative cover, permeable surfaces, stream flow, and floodwater storage. Under all build alternatives, removal of trees as well as brush and grasses will contribute to increased runoff and slightly higher stream flow.

With Alternative 1, the net increase in paved surface will be 16.1 acres, which will increase storm runoff by 59 cfs from McLoughlin Boulevard into the Willamette River, Johnson Creek, and Crystal Springs Creek. Peak discharge from the proposed project into the Willamette River will increase by about 52 cfs. This is a negligible (0.8%) amount in comparison with the Willamette's estimated low flow of 6,700 cfs. Increased peak discharge into Johnson Creek will be 4 cfs; this would be a 4.6% increase in mean flow on Johnson Creek. The 4 cfs increase is a 66.7% increase over low flow in that creek. Discharge into Crystal Springs Creek will increase by 3 cfs, which is 9.1% of low flow on that creek. In the latter two cases, increased runoff amounts are considered significant since they are not well diluted by receiving water, particularly Johnson Creek.

Bridge widening at Johnson Creek will cause some confinement of stream flow, but only during very high water. A more significant impact will occur on Crystal Springs Creek, 70 feet of which will be confined to a culvert by the proposed project. Although the culvert will handle the expected range of discharge here, the stream will no longer be able to spread out during high water, causing higher velocities and destroying aquatic habitat.

Floodplain Analysis

Fill associated with the project will encroach on 7.5 acres of the 100-year floodplain, having storage capacity of approximately 1,700 acre-feet. Although this is a measurable impact, the loss of floodwater capacity is estimated to be less than 1 percent of the total storage in the project vicinity. A further aspect of the floodplain encroachment is that it is roughly parallel to the course of Crystal Springs Creek. Thus, it is a longitudinal encroachment in the area north of Johnson Creek, and is considered to be significant because of this relationship. Of the total floodplain impact area, four-fifths is longitudinal.

In summary, most hydrological impacts will be fairly small, although measurable. Potentially significant impacts are caused by the increased pavement area, and by the floodplain encroachment parallel to Crystal Springs Creek.

Water Quality and Aquatic Habitat

Long-term impacts on water quality and aquatic biology will result from loss of riparian vegetation at crossing sites, and loss of the small pond on Crystal Springs Creek.

Alternative 1 will result in the loss of riparian vegetation at several locations on Johnson Creek immediately east of the McLoughlin Boulevard crossing of Johnson Creek, and 250 feet south of the Tacoma Street intersection (see Figure 12, Impact Area B). Several large trees and shrubs will be lost on either side of the existing bridge crossing. The existing structure will be widened 60-70 feet on its east side and 20-25 feet on its west side. The section of northeast bank which will be cleared has been overtaken by himalayaberry vines. The area of the southeast bank to be cleared has on it several large alders and large shrubs overhanging the creek.

On the west side of the existing crossing, both banks have trees (primarily alders) and shrubs which will be obliterated by the bridge widening, although the north bank is badly eroded. Adverse impacts resulting from loss of the streamside vegetation include reduction of valuable shaded areas on the stream, and reduction of fish-food insects and organic debris entering Johnson Creek.

At the south end of the project (Figure 12, Impact Area C), just south of the Clackamas Highway interchange, the existing interchange ramp over Johnson Creek will be widened 10 feet, and a bridge 50 feet wide will be constructed about 200 feet downstream. The east bank through this section has been extensively altered, and is covered with rip-rap, grasses, a few small trees and large sections of himalayaberry. The west bank is covered primarily with grasses, predominantly reed canary grass, and a few trees. There is little shade provided by streamside vegetation at this site. For this reason, and because the structure footings will require little area, and will not be placed in the stream, the impacts here are considered to be of little significance (see discussion of wetland impacts below).

Another long term impact in connection with Alternative 1 is the effect that increased road runoff will have on stream water quality and aquatic organisms. The effects of urban road runoff are not well documented at this time, but roadway pollutants such as oils and greases, manganese, lead, cadmium, zinc, gasoline, and asbestos are thought to have sub-lethal effects on the growth and reproduction of aquatic organisms. Since the amount of increased road runoff is significant in comparison to the volume of receiving water in Johnson and Crystal Springs Creeks, the severity of this impact is considered to be high for Johnson Creek and moderate for Crystal Springs Creek. The severity of this impact is considred low for runoff entering the Willamette River, since it is so greatly diluted.

A small (0.05 acre) pond on Crystal Springs Creek immediately to the east of where the creek crosses under McLoughlin Boulevard will be eliminated by Alternative 1 except for about 600 square feet of the downstream end. This pond represents valuable aquatic habitat for fish and other aquatic organisms. The pond is a quiet, relatively deep segment of the stream system where fish can feed and rest, where they can take refuge during high-turbulent water periods. Also, the pond contributes to overall stream water quality by acting as a settling basin for suspended sediments and associated stream pollutants. Although this stream system does have the benefit of several pond areas along its length, loss of the pond nevertheless contributes to biological and chemical degradation of this system. The loss is accentuated since good quality aquatic habitat is rapidly disappearing in the Portland metropolitan area.

The Tacoma Overcrossing Option will, if selected, add sizable fill area, with associated runoff and erosion. The construction of two more bridges would also eliminate trees, as well as brushy areas, causing increased runoff. Paved area will be increased somewhat, with a similar result.

If this design option is selected, additional water quality, aquatic biota, and aquatic habitat impacts will result since three additional structures will be required over Johnson Creek in the vicinity of Tacoma Street. One structure will be located about 250 feet upstream from the existing McLoughlin Boulevard crossing. A second structure will be located about 150 feet downstream from the existing structure; a third structure will have impacts similar to those discussed under Alternative 1; the extent of these effects will be increased if the additional structures were to be constructed.

The upstream structure would have the greatest additional impact on water quality and aquatic habitat, since it would be located over a large gravel bar with abundant streamside vegetation. The second structure would have the second largest additional effect since this location has some good gravel and moderate streamside vegetation on the south bank. The third structure will have the least additional effect because it is very long (over 700 feet), and the footings would not be located close to either bank.

FIGURE 13
WETLANDS IMPACTS - CRYSTAL SPRINGS CREEK

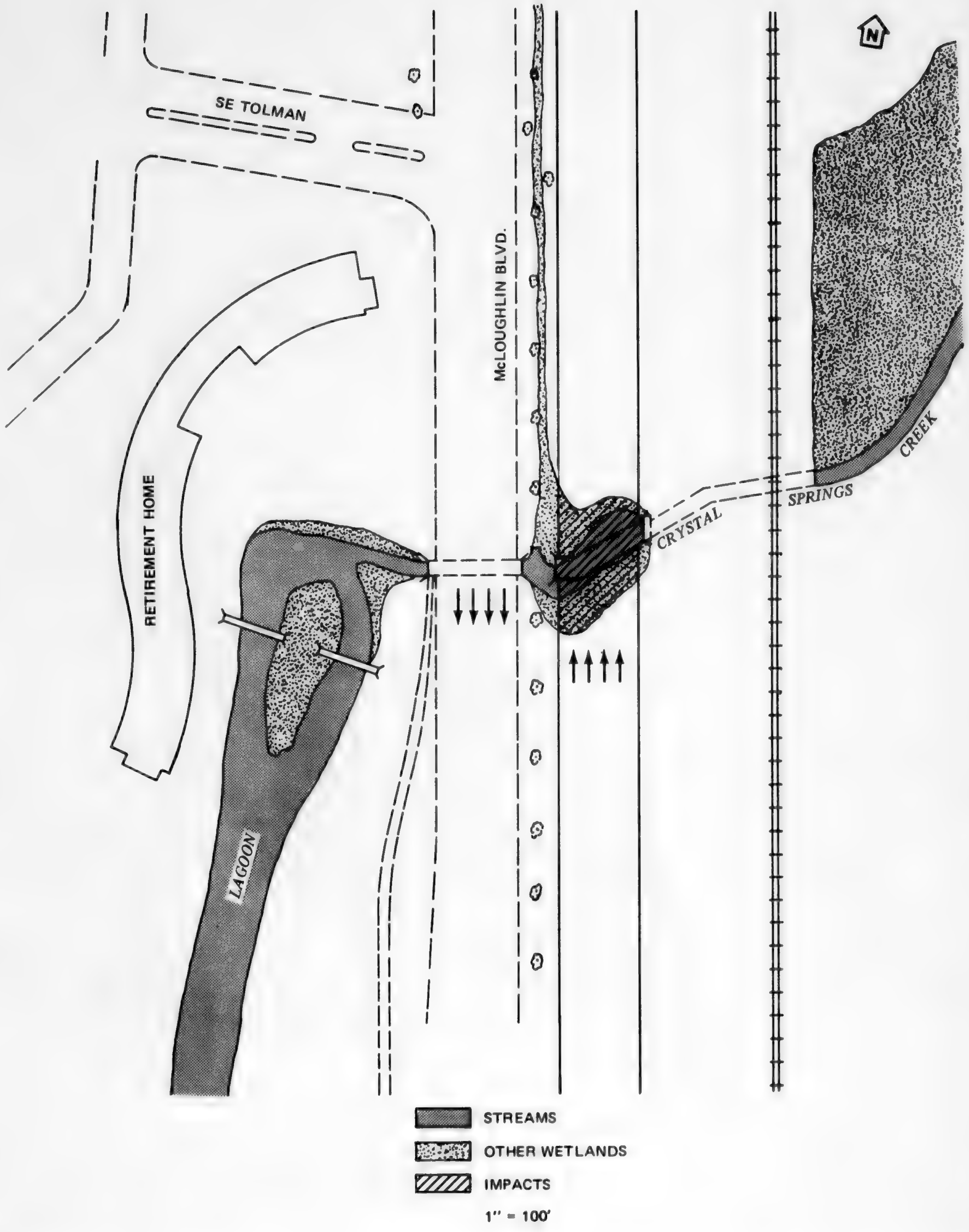
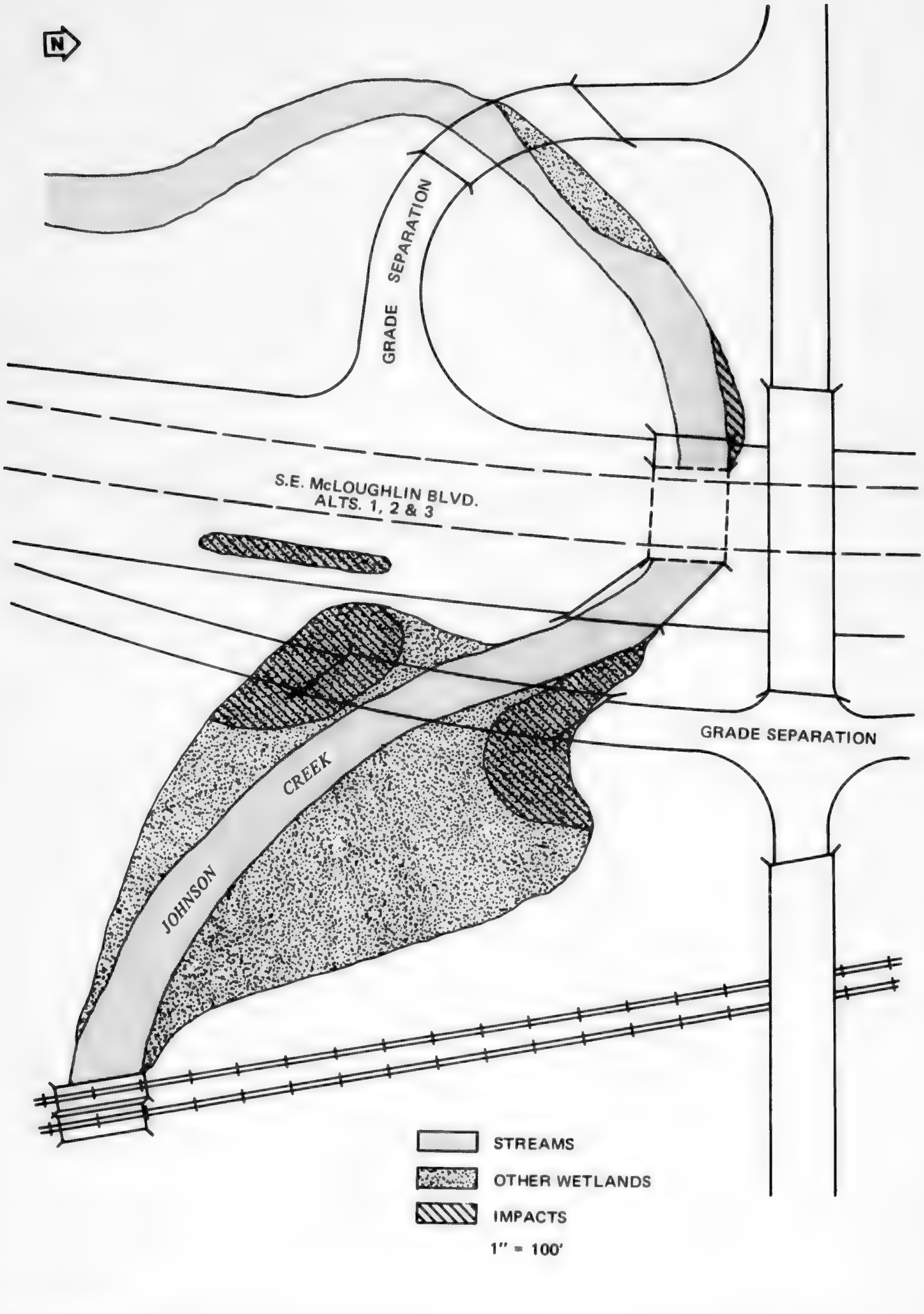

N
SE TOLMAN
McLOUGHLIN BLVD.
RETIREMENT HOME
LAGOON
CRYSTAL
SPRINGS
CREEK
▩ STREAMS
▨ OTHER WETLANDS
▨ IMPACTS
1" = 100'

FIGURE 14
WETLANDS IMPACTS - JOHNSON CREEK


N
GRADE SEPARATION
S.E. McLOUGHLIN BLVD.
ALTS. 1, 2 & 3
GRADE SEPARATION
JOHNSON CREEK
STREAMS
OTHER WETLANDS
IMPACTS
1" = 100'

Wetlands Analysis

Direct impacts on wetlands will affect less than 0.2 acre. All of the areas involved are quite small, involving portions of streams, marshy areas, and swamps. Larger areas will be subject to indirect impacts, but these will be short-lived.

The main wetland impacts occur at a small pond on Crystal Springs Creek, which will be replaced by a culvert. See Figure 13. Only a short remnant of stream will remain at either end. Marshy areas beside the stream will also be filled. For both stream and marsh impacts, the total area involved in 0.12 acre, or 1 percent of the total Crystal Springs Creek wetland area in the project vicinity. Farther south, a minor (0.03 acre) impact occurs 200 feet south of the Johnson Creek Bridge, where a small swampy depression will be filled. See Figure 14.

With Alternative 2, hydrological impacts will be nearly identical to those for Alternative 1. However, 15 more trees will be removed so that this alternative has the greatest loss of vegetation. Floodplain impacts are slightly less, with 7.4 acres. Wetlands impacts will be the same as for Alternative 1.

With Alternative 3, hydrological impacts will be essentially the same as with Alternative 1. An additional 10 trees will be cleared, and floodplain losses will be somewhat less (6.9 acres). The narrow width of this alternative slightly reduces wetlands impacts in the marsh at Crystal Springs Creek (0.06 acre). Other impacts will be the same.

The additional impact of the Tacoma Overcrossing Option on wetlands (0.18 acre) would be about equal to those for all the rest of the project. The affected areas are on the Johnson Creek floodplain, both east and west of McLoughlin Boulevard. The main effect on wetlands is the cutting of 10 alders on the narrow floodplain. No fill will be placed on wetlands here.

The significance of the wetlands impacts is relatively low. The areas have low to moderate value for wildlife and flood control, and the impact areas are small.

Mitigation

The following mitigation measures are proposed to minimize and/or compensate for adverse aquatic impacts, if a build alternative is selected:

1. Consultation with the appropriate agencies will continue as construction plans develop so that design features will be selected to minimize impact on the aquatic environment and wetlands as much as possible.

2. Areas cleared of vegetation and exposed to erosion will be kept to a minimum, both in terms of total area cleared and area exposed at any one time.

3. Equipment will be kept out of stream channels except where absolutely necessary during construction.

4. In-channel work in both Crystal Springs Creek and Johnson Creek will be restricted to the dates July 1-October 1 in order to protect migratory fish.

5. Stream banks and exposed cut/fill slopes will be seeded and mulched to reduce erosion. Both temporary and permanent erosion control methods will be used to reduce both short and long-term erosion problems.

6. Ditches will be placed along the top and bottom of cut slopes to further reduce erosion problems. Further, hay bales or similar devices will be placed in drainage ditches to filter and promote settling of sediments in runoff waters.

7. Sedimentation ponds will be used where necessary at culvert and bridge crossing sites to reduce downstream water quality degradation.

8. Precautions will be taken to avoid spillage of cement, lime and similar materials and to prevent their entrance into streamways.

9. Measures will be taken to maintain existing flood patterns on both Johnson Creek and Crystal Springs Creek. Structures and fill will be designed to allow for passage of floodwaters in such a way that flooding patterns will not endanger adjacent properties. Also, all flood storage lost because of fill will be replaced.

10. The wetland loss on Crystal Springs Creek, west of where the creek crosses under McLoughlin Boulevard, will be mitigated, if practical. Areas for mitigation in the immediate vicinity are being investigated and will be discussed in the final EIS.

11. At the Crystal Springs pond site, fish passage will be required. The culvert to be installed there will be of the correct design and gradient to provide passage for migrating anadromous fish.

12. Any in-water bridge piers required will be designed and protected in a manner which will minimize scour, debris entrapment and backwater effects.

13. Where possible, trees and other native riparian vegetation lost via construction activities on Johnson Creek will be replaced on adjacent bank areas which are currently overgrown with himalayaberry. Appropriate areas of himalayaberry growth can be cleared at the time of construction, and replaced by native trees and shrubs appropriate to a stream-

side habitat. This can be done at all impact areas (Impact Areas A, B, C), but would be particularly appropriate at Impact Area B near Tacoma Street. Also, Impact Area C could be significantly upgraded as aquatic habitat with the removal of himalayaberry and the addition of native trees and shrubs.

14. Road runoff entering Johnson Creek and Crystal Springs Creek will be re-routed where feasible into storm sewers which flow to the Willamette River, where roadway pollutants would be greatly diluted.

TERRESTRIAL BIOLOGY

Wildlife impacts were evaluated by selecting six typical species in the project area: the gray squirrel, rock dove, meadow mole, house finch, rat and house mouse. These species were rated with respect to the desirability to develop a relative value index. The index was then multiplied by the change in habitat units to generate a figure indicating which species were more heavily impacted. This analysis results in an indication of changes in the makeup of the remaining wildlife community.

All of the build alternatives result in a reduction of habitat and a change in habitat as well where clearing takes place and the areas are replanted with ornamental species rather than natural volunteer vegetation. The project does, however, result in a shift in the makeup of the wildlife community toward a greater percentage of desirable species.

Alternative 1 has the greatest impact on habitat both in reduction and shift towards positive species. The difference between the Build alternatives is small, however.

This project would not jeopardize the continued existence of any species which is protected by the Endangered Species Act of 1973, as amended. The project would not destroy or destructively modify any critical habitat for such species.

The possible environmental impacts of the proposed project are minimized to a great degree by confining the project to an existing and established transportation corridor in which the existing facility has already provided the pattern for development of the surrounding land, and subsequent urbanization has already changed the adjoining habitat.

The proposed plan to preserve the boulevard characteristics of sections of the existing highway should not be confused with measures taken to enhance the wildlife habitat characteristics of the affected area. Certain measures recommended to preserve the trees are contrary to urban wildlife habitat management principles, particularly those portions of the plan which recommend clearing out the small thickets of volunteer alder, willow, and himalayaberry which have become established in those parts of the right-of-way where mowing is difficult.

TABLE 21

ENERGY REQUIRED FOR CONSTRUCTION
(In Billions of BTU's)

Alternatives*	Roadway	Structures	Total
1	273.7	18.7	292.4
2	273.7	18.7	292.4
3	251.9	18.7	270.6

*Build Alternatives 1 and 2 are essentially alike.

TABLE 22

ESTIMATED TOTAL DIRECT ENERGY CONSUMPTION DURING THE YEAR 2000
(In Billions of BTUs)

No-Build Alternative	Alternatives 1, 2, 3* Build (At grade at Tacoma)	Alternatives 1, 2, 3 Build (Structures at Tacoma)
1,147	884	875

*The estimated energy (BTU's) consumed by vehicles for all alternatives is based on 1) total number of vehicles, 2) length of travel, and 3) level of service. Since these components are identical for all Build Alternatives in the project, the estimated energy consumed for these alternatives is the same.

Existing volunteer thickets will, therefore, not be needlessly destroyed. Where construction necessitates their temporary destruction, reestablishment will be accelerated and controlled through the use of native plantings, or of introduced plantings of proven value to acceptable wildlife species. Since the majority of thickets in the affected area are now at the shrub-sapling stage of riparian habitat succession and this stage is very lesirable, plants will include alder, willow, and dogwood, combined with combinations of himalayaberry, hawthorn, and holly on drier edges of the site.

When a choice of alternative actions has to be made, the wildlife biologist and landscape section of the Oregon Highway Division will work together to form site specific plans.

ENERGY

The factors used to determine the construction and direct energy figures are those developed in the manual, "Energy and Transportation Systems," published in 1978 by the California Department of Transportation. All through traffic using neighborhood streets was included in the calculations for the No-Build Alternative.

As is shown in Tables 21 and 22, there are no significant differences in the quantity of energy required by any of the three build alternatives for either construction or operations purposes. All build alternatives required less energy for operational purposes than the No-Build Alternative.

PUBLIC AND AGENCY COMMENTS AND COORDINATION

METRO Involvement - METRO developed the general concept of the project prior to ODOT's involvement in the project design. The Southern Corridor Working Group, composed of representatives of all affected local jurisdictions was formed by METRO as a technical level study group to examine conceptual alternatives. The findings of this group are described in the "Alternatives Development" section of this DEIS. General informational press releases were printed in local newspapers. Public meetings were held in all of the affected neighborhoods. Presentations were also given to local business groups.

Presentations were given to local governmental bodies and local legislators were sent informational material.

ODOT Involvement - ODOT formed a Citizens Advisory Committee (CAC) and a Technical Advisory Committee (TAC). The CAC was made up of neighborhood representatives and interested parties. The TAC was made up of ODOT technical staff and representatives from the agencies and local jurisdictions affected by the project. The findings of these committees are reported in the "Alternative Development" section of this DEIS.

Public Meetings - A public informational meeting was held on December 9, 1980, to gather comments and public concerns. Discussion centered on the viability of light rail in this corridor, freeway concepts, concerns about carpools and HOV lanes, and access at specific crossings such as Bybee Boulevard. The tree preservation issue was raised repeatedly at previous public meetings. Additional public meetings will be held prior to the hearing.

LIST OF AGENCIES, ORGANIZATIONS AND OFFICIALS TO WHOM COPIES OF THIS DOCUMENT HAVE BEEN SENT

FEDERAL

Federal Energy Administration
U.S. Department of Agriculture
U.S. Department of Housing and Urban Development
U.S. Department of the Interior
Corps of Engineers
Environmental Protection Agency
Federal Activities EIS Filing Section
U.S. Department of Commerce
U.S. Department of Energy (NEPA Affairs)

STATE

Executive Department, Intergovernmental Relations Division
Department of Agriculture
Department of Economic Development
Department of Energy
Department of Environmental Quality
Department of Fish and Wildlife
Department of Forestry
Department of Geology and Mineral Resources
Department of Land Conservation and Development
Department of Water Resources
Division of State Lands
Soil & Water Conservation Commission
State Historic Preservation Office
State Parks Branch
Oregon State Library

COUNTY

- Metro (Metropolitan Service District)
- Tri-Met
- Multnomah County
    - Public Works Department
    - Planning Commission
    - Board of Commissioners
    - Environmental Services
- Clackamas County
    - County Commissioners
    - Planning Commission
    - Environmental Services

CITY

- City of Portland
    - City Council

City of Portland (Cont.)
    Bureau of Public Works
    Planning Commission
    Bureau of Parks and Recreation
City of Milwaukie
    City Council
    Department of Public Works
    Planning Commission

OTHER AGENCIES, ORGANIZATIONS, AND INDIVIDUALS

Portland Bureau of Economic Development
North Clackamas School District #12
Portland School District #1J
Milwaukie Fire Department
Portland General Electric
Southern Pacific Transportation Company
Portland Traction Railroad
Union Pacific Railroad
Pacific Northwest Bell Telephone
Northwest Natural Gas
Cable Systems Pacific
Sellwood-Moreland Improvement League (SMILE)
Brooklyn Action Corps
Eastmoreland Neighborhood Association
Project Citizen's Advisory Committee
Oregon Environmental Council
U.S. Senator Mark Hatfield
U.S. Senator Robert Packwood
U.S. Representative Ron Wyden
State Senator Water Brown
State Senator Rod Monroe
State Senator Jan Wyers
State Representative Joyce Cohen
State Representative Shirley Gold
State Representative Dick Springer

MEDIA

Oregonian
Oregon Journal
Daily Journal of Commerce
New Review
KEX
KGW-Radio
KYXI
KXL
KATU
KOIN
KGW-TV
KPTV
KOAP

DRAFT SECTION 4(f) EVALUATION

DESCRIPTION OF ACTION

The project is intended to add capacity to McLoughlin Boulevard and encourage a change of mode of travel from private auto to carpools and public transit. To accomplish these goals the project proposes to widen the existing four lane roadway to six mixed traffic lanes and one to two HOV lanes with Alternatives 1 and 2, and six mixed traffic lanes with sufficient right-of-way for conversion to an HOV or a light rail transit system with Alternative 3. The alternatives are fully described in the "Alternatives" section of this DEIS.

DESCRIPTION OF 4(f) RESOURCE

The resource is the State Highway Division Region 1 Office building, and its surrounding landscaping. The total area of the complex is approximately four acres, but the boundaries for the historic property are limited to 1.34 acres. This acreage includes the 1938 office building and its surrounding lawn and associated landscaping.

The building, which was built in 1938 by the Works Progress Administration, is the primary building in the complex which also includes several storage buildings, garages, a newer office building, equipment storage lots and parking areas. Two of the rectangular storage buildings date from the original construction. However, these two buildings have been modified and are not considered architecturally unique, although they do echo a few of the architectural details of the main office.

The office building is 1 1/2 stories high and features a rustic exterior dominated by stone masonry walls and horizontal cedar siding. The building is basically u-shaped, with symmetrical wings and extensions. The west elevation, which faces McLoughlin Boulevard, includes a courtyard and the main entranceway. Specific features of the building are not enumerated here because the building will not be affected by the project; architectural details are explained in Appendix H.

Primary historical attributes of the office building are its well-preserved condition and its standing as a notable example in Oregon of the Rustic or National Park style, an architectural style based on the Arts and Crafts ideal. The use and working of natural and native materials typical of the style is exhibited by the building's architecture. The building is designed to provide office space for Highway Division engineers, and support staff. See Figures 15 and 16 for characteristic views of the building.

Landscaping around the building consists of lawn, shrub plantings next to the foundation, and several mature maple and oak trees. A stone lantern pedestal with an ironwork lantern, located on the west side of the building fronting McLoughlin Boulevard, is an original feature.

A Determination of Eligibility on the State Highway Division Office was prepared for the property in October 1981. The State Historic Preservation Officer and the Keeper of the National Register, U.S. Department of the Interior, Washington, D.C., have concurred in its eligibity for inclusion on the National Register of Historic Properties.

IMPACTS ON THE RESOURCE

The No-Build Alternative does not impact the property whereas the selection of any of the build alternatives would similarly affect the setting of and modify access to the building. These effects would not be adverse because the original setting of the office building will be virtually the same as today, except for the reduced lawn area fronting the building. With all of the build alternatives, McLoughlin Boulevard, in front of the building, would be widened to increase the number of travel lanes. The roadway curb, now 75 feet from the nearest point on the building, would be moved 25 feet closer to the building (see Figure 17). The widening would be the same for each build alternative, removing a variable 20 to 25 foot strip (0.11 acres) of the building's lawn area, existing curb and sidewalk, a building sign (non-historic), and an original stone lantern pedestal. All of the trees surrounding the building and all the shrubbery next to the foundation would remain.

All of the build alternatives include a revision of the street system and access to McLoughlin Boulevard in the vicinity of the building. The existing access road to the building from McLoughlin Boulevard would be closed. Access to the parking area on the east side of the building would be provided from side streets. A new street connection between S.E. Beta and S.E. Stubb Streets would be constructed across the State Highway Division Property east of two garages behind the main building. These changes improve access but do not affect the historical character of the property.

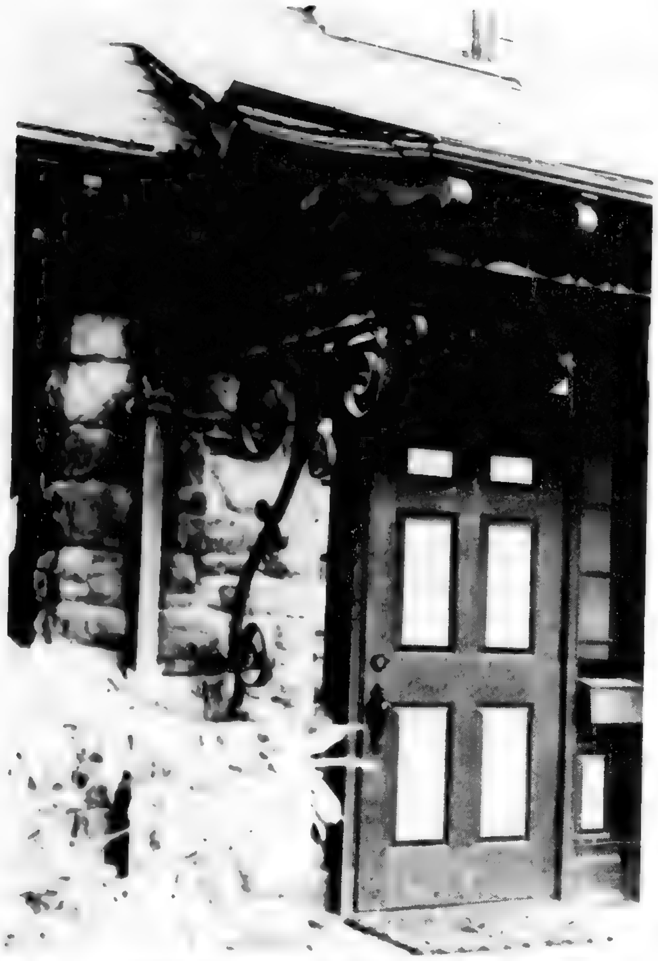
Projected noise levels for the year 2000 are Leq 66 for the No-Build and Leq 68 for the build alternatives. This building is subject to the Leq 72 criterion for commercial structures. Therefore, neither the No-Build nor build alternatives would cause a severe noise impact on the building. The function and use of the building would not change as a result of the project.

AVOIDANCE ALTERNATIVES

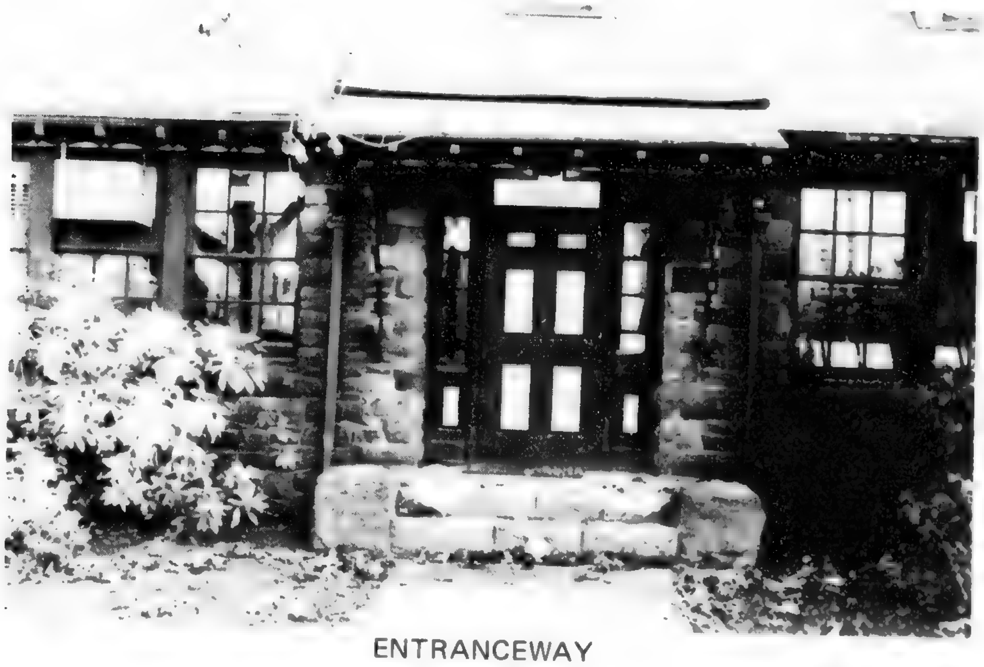
Alternatives to avoid the resource are physically possible, but are judged to be not in the public interest because approximately 27 large sequoia trees which line the present roadway would require removal. Strong public sentiment has been expressed at public meetings for the preservation of these trees. Previous proposals to widen the roadway which involved taking the trees were blocked by public opposition.

The project, as designed in this section, will cause the loss of 7 trees. The right-of-way that would be required if the roadway were shifted to miss the Highway Building property would be approximtely equal to that of the proposed alignment. An additional building and one-third of a parking lot would require removal, however.

FIGURE 15
VIEWS OF THE REGION 1 HIGHWAY BUILDING



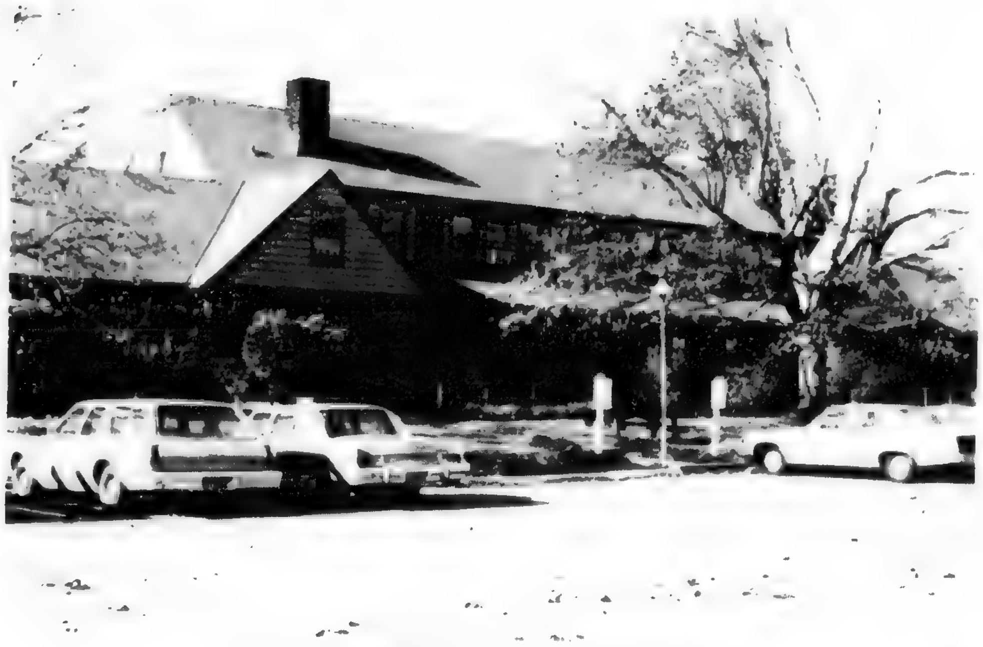
DETAIL OF ENTRANCEWAY



ENTRANCEWAY

WEST ELEVATION, COURTYARD AND ENTRANCEWAY

FIGURE 16
VIEWS OF THE REGION 1 HIGHWAY BUILDING



EAST (REAR) SIDE OF BUILDING

STATE OF OREGON
HIGHWAY DIVISION
REGION OFFICE
DISTRICT 2-B
9002

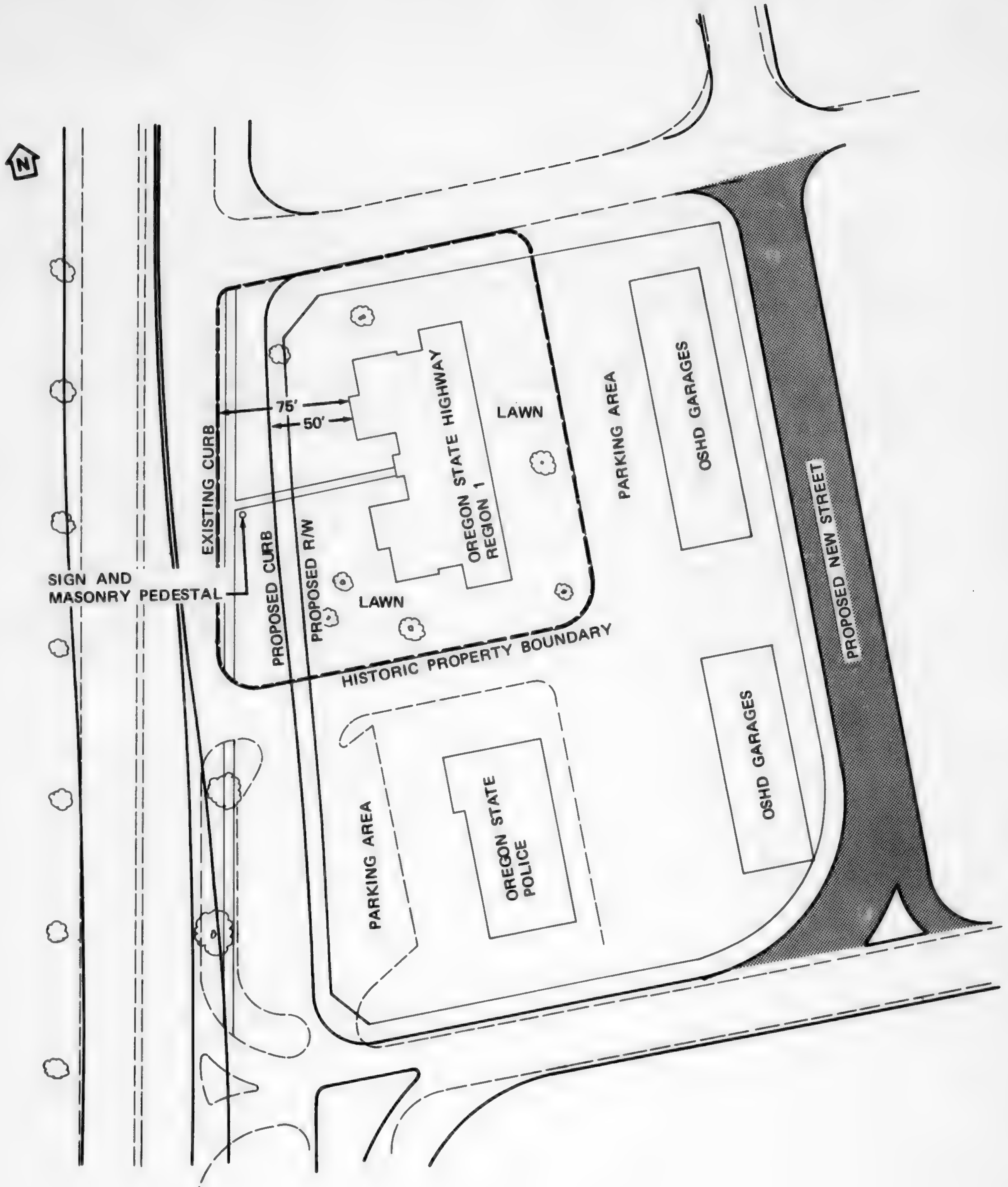
STREET SIGN AND LANTERN

DETAIL OF SIDING AND MASONRY EXTERIOR

FIGURE 17

IMPACTS AT THE STATE HIGHWAY DIVISION REGION 1 OFFICE

HIGHWAY AND STREET CHANGES


N
75'
50'
EXISTING CURB
SIGN AND MASONRY PEDESTAL
PROPOSED CURB
PROPOSED R/W
LAWN
OREGON STATE HIGHWAY REGION 1
LAWN
HISTORIC PROPERTY BOUNDARY
PARKING AREA
OSHD GARAGES
PROPOSED NEW STREET
OSHD GARAGES
PARKING AREA
OREGON STATE POLICE

MEASURES TO MINIMIZE HARM

A new sidewalk would be constructed in front of the building and the building sign and stone pedestal with lantern would be moved back along the walkway so that it will have the same relationship to the sidewalk as it does at the existing site. Lawn area disturbed during construction would be returned to its existing condition. The change in access does not affect the historical integrity of the property.

COORDINATION WITH OTHER AGENCIES

Appropriate coordination with the State Historic Preservation Office (SHPO) was made on this project. Early consultation was held to assist in making preliminary determinations about the eligibility status of properties in the proejct area. SHPO reviewed and commented on the Request for Determination of Eligibility on the State Highway Division Region I Office. In addition, the Cultural Report was submitted to SHPO.

The letter of coordination from SHPO is attached in Appendix G. This documentation is in compliance with the National Historic Preservation Act of 1966, Executive Order 11593, the Department of Transportation Act of 1966 and related statutes, amendments and procedures.

The Keeper of the National Register, U.S. Department of the Interior has concurred with the determination that the building is eligible for the National Register. This agency, in conjunction with the State Historic Preservation Office and the Federal Highway Administration, will initiate the Section 106 procedures relating to the selected project build alternative. Preliminary application of the Criteria of Effect appears to point toward a Finding of No Adverse Affect as the appropriate documentation. SHPO concurs with that evaluation. The Section 106 process would be completed prior to the release of and discussed in the FEIS on the project.

LIST OF PREPARERS

ENVIRONMENTAL SECTION

Bard, Robert C., Physical Scientist, Ph.D., Geography, 15 years of college teaching; Environmental experience since 1977.

Dykman, Pieter T., Research Coordinator, M.A. and Ph.D. (A.B.D.), Geography, Environmental experience since 1970.

George, Anthony J. Jr., P.E., Coordinating Engineer, B.S., Civil Engineering; Environmental experience since 1971.

Gilmour, Cam, Project Coordinator, M.S., Agricultural Economics; Environmental experience since 1972.

Harney, Priscilla J., Water Quality Specialist, M.S., Marine Biology, Water Resources; Environmental experience since 1972.

Kilber, Donna Lee, Project Manager, B.S., General Social Science; Environmental experience since 1973.

Kubick, Katherine, Project Manager, Masters in Community Planning, 2 years in land use planning; Environmental experience since 1978.

Laney, Nancy J., Land Use Specialist, B.A., Secondary Education, Environmental experience since 1974.

Nagel, C. Scott, Social Scientist, M.A., Geography; Environmental experience since 1978.

Noble, Ronald T., EIT, Senior Specialist, B.S., Chemistry, 13 years in chemistry and chemical engineering; Enviromental experience since 1978.

Olcott, Gordon W., Geologist, B.A., Geology, 18 years as field, staff, and consulting geologist; Environmental experience since 1974.

Powers, Roger A., Biologist, M.S., Wildlife Biology, 5 years as research biologist and fisheries management; Environmental experience since 1972.

Smith, Dwight A., Sociologist, M.A., Sociology; Environmental experience since 1974.

Thex, Tim H., P.E., Sr. Specialist, B.S. Mathematics, 5 years experience in civil engineering; Environmental experience since 1977.

Wilder, Carol, Research Assistant, B.S., Economics and Business Administration, Environmental experience since 1979.

Williams, Newell, Technician (acoustics); Environmental experience since 1973.

FIELD STAFF

Fleming, Richard, Designer, Design work since 1974, experience in construction design, location, and planning since 1957.

McClure, James, P.E., Project Development Engineer, B.S. in Civil Engineering experience in transportation engineering since 1960.

Schwab, Thomas, P.E., Transportation Analysis Manager, experience in transportation analysis since 1964.

Ingebretson, Erik, Metropolitan Liaison Agent, A.B. in Sociology, M.A. Urban` Planning, Right-of-Way experience since 1971.,

Heard, Robert, Project Coordinator, Experience highway construction, location and planning since 1960.

TRI-MET

Griffiths, John, Project Development Engineer, B.S. Civil Engineering, M.S. Civil Engineering, experience in transit and planning since 1978.

APPENDIX A

LEVELS OF SERVICE FOR INTERSECTIONS
As defined by the 1965 Highway Capacity Manual

LEVEL OF SERVICE	TYPE OF FLOW	DELAY	MANEUVERABILITY
A	Free Flow	No vehicle waits longer than one red indication.	Turning movements are easily made, and nearly all drivers find freedom of operation.
B	Stable Flow	The number of vehicles waiting through one red indication is increased.	Many drivers begin to feel somewhat restricted within groups of vehicles.
C (Design Level)	Stable Flow	Occassionally vehicles may have to wait through more than one red indication.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	Approaching unstable flow	Delays may be substantial during short periods, but excessive back-ups do not occur.	Maneuverability is severely limited during short periods due to temporary back-ups.
E (Capacity)	Unstable flow	Delay may be great- up to several signal cycles.	There are typically long queues of vehicles waiting upstream of the intersection.
F	Forced	Excessive delay.	Jammed conditions. Back-ups from other locations may restrict or prevent movement of vehicles at the intersection under consideration.

APPENDIX B

SOCIOECONOMIC CHARACTERISTICS

SOCIOECONOMIC CHARACTERISTICS
(1970 U.S. Census)

U.S. Census Tracts	10	1	2	3.01	3.02	2.08	Total Study Area[a]	Portland	SMSA
Characteristic / Neighborhood	Hosford-Abernethy (P), and Brooklyn	Sellwood-Moreland (P)	Sellwood-Moreland (P)	Eastmoreland (P)	Eastmoreland (P)	City of Milwaukie (P)			
POPULATION	6,032	6,058	5,687	3,252	7,800	3,284	32,113	380,060	1,007,130
SEX									
Male (%)	48.5	46.4	44.5	48.3	47.9	47.3	47.1	46.8	48.2
Female (%)	51.5	53.6	55.5	51.7	52.1	57.7	52.9	53.2	51.8
RACE COMPOSITION									
White (%)	95.0	98.2	99.0	95.5	98.6	99.1	97.5	92.9	96.2
Black (%)	1.5	.5	.2	.7	.2	.8	.7	5.6	2.3
Other (%)	3.5	1.3	.8	3.8	1.2	.1	1.8	1.5	1.5
AGE COMPOSITION									
Under 5 years (%)	7.4	6.9	7.4	5.0	6.9	6.9	6.9	7.0	8.0
5-14 years (%)	14.4	16.3	12.9	12.4	20.2	14.5	15.3	15.6	19.0
15-24 years (%)	22.5	17.3	16.0	30.0	14.6	20.4	20.3	18.3	17.1
25-44 years (%)	21.1	20.1	18.5	16.6	22.1	23.8	19.8	20.6	23.5
45-64 years (%)	20.6	22.3	23.7	23.3	25.2	24.3	23.3	23.7	21.5
65 years and older(%)	14.0	17.1	21.5	12.7	11.0	10.1	14.4	14.8	10.9
EDUCATION (Those 25 years and over)									
High School Graduates (%)	48.4	46.7	56.3	69.9	82.1	71.7	62.5	60.3	62.9
Median School Years Completed	11.8	11.6	12.2	12.6	12.9	12.6	12.3	12.3	12.4
INCOME IN 1969									
Median Family Income ($)	8,879	8,907	9,423	11,877	13,263	10,670	10,503	9,794	10,463
Poverty Level Income									
Percent of All Families (%)	11.5	11.1	6.6	3.8	4.1	4.8	5.9	8.1	6.9
Percent of All Households (%)	17.0	17.0	16.8	9.4	6.9	9.9	12.8	15.5	12.2
HOUSEHOLD SIZE	2.66	2.64	2.34	2.73	3.16	2.66	2.7	2.56	2.89
RESIDENTIAL STABILITY (People 5 years and over)									
Lived in Same House 5 Years Earlier (%)	45.2	49.7	55.7	49.3	60.1	46.6	51.1	50.6	46.9
Lived in Different House (%)	54.8	50.3	44.3	50.7	39.9	53.4	48.9	49.4	53.1
TRANSPORTATION									
Means of Transportation (All Workers)									
Private Auto (Either Driver or Passenger)(%)	72.5	80.0	84.2	70.3	84.7	83.6	79.1	76.3	83.4
Bus (%)	12.1	10.6	8.1	12.	6.5	7.8	9.4	10.8	5.8
Walked (%)	10.9	7.4	5.9	11.4	5.2	5.5	7.6	8.6	5.7
Worked at Home (%)	2.7	1.2	1.3	3.5	2.2	1.6	2.1	2.4	3.0
All Other (%)	1.8	2.8	.5	2.8	1.4	1.5	1.8	1.9	2.1
Automobiles Available Per Housing Unit									
None (%)	22.4	22.5	22.6	9.6	3.7	6.3	14.5	22.7	13.8
1 (%)	51.5	51.	50.6	47.3	43.7	55.4	49.9	48.1	45.8
2 (%)	22.3	23.5	23.4	36.2	45.3	32.3	30.5	24.1	33.5
3 or More (%)	3.8	3.0	3.4	6.9	7.3	6.0	5.1	5.1	6.9

[a] Total of tracts 1, 2, 3.01, 3.02, 10, and 208.

[b] P- Partial

[c] The poverty level is established by the U.S. Census and provides a range of poverty income cutoffs adjusted by such factors as family size, sex of the family head, number of children under 18 years of age, and farm and nonfarm residence. For 1969, the average poverty threshold for a nonfarm family of four headed by a male was $3,745. In 1978, the poverty level threshold for a similar case was $6,200.

SOURCE: U.S. Bureau of the Census, Census of Population and Housing, 1970, Census Tracts, Portland, Oreg.-Wash. SMSA, Final Report PHC(1)-165, Washington, D.C., 1972.

APPENDIX C

NATIONAL AMBIENT AIR QUALITY STANDARDS

National Ambient Air Quality Standards (NAAQS) and State of Oregon Air Quality Standards.*

Pollutant	Averaging Time	Federal Standards		State Of Oregon Standards
		Primary (Health)	Secondary (Welfare)	
Suspended Particulate Matter (TSP)	Annual Geometric Mean	75 ug/m^3	60 ug/m^3	60 ug/m^3
	24 Hours[a]	260 ug/m^3	150 ug/m^3	150 ug/m^3
	Monthly[b]	———	———	100 ug/m^3
Carbon Monoxide (CO)	8 Hour[a]	10 mg/m^3	10 mg/m^3	10 mg/m^3
	1 Hour[a]	40 mg/m^3	40 mg/m^3	40 mg/m^3
Sulfur Dioxide (SO_2)	Annual Arithmetic Average	80 ug/m^3	None	60 ug/m^3
	24 Hour[a]	365 ug/m^3	None	260 ug/m^3
	3 Hour[a]	None	1300 ug/m^3	1300 ug/m^3
Ozone (O_3)	1 Hour[c]	240 ug/m^3	240 ug/m^3	160 ug/m^3
Nitrogen Dioxide (NO_2)	Annual Arithmetic Average	100 ug/m^3	100 ug/m^3	100 ug/m^3
Lead (Pb)	Monthly	———	———	3 ug/m^3
	Quarterly	1.5 ug/m^3	———	1.5 ug/m^3

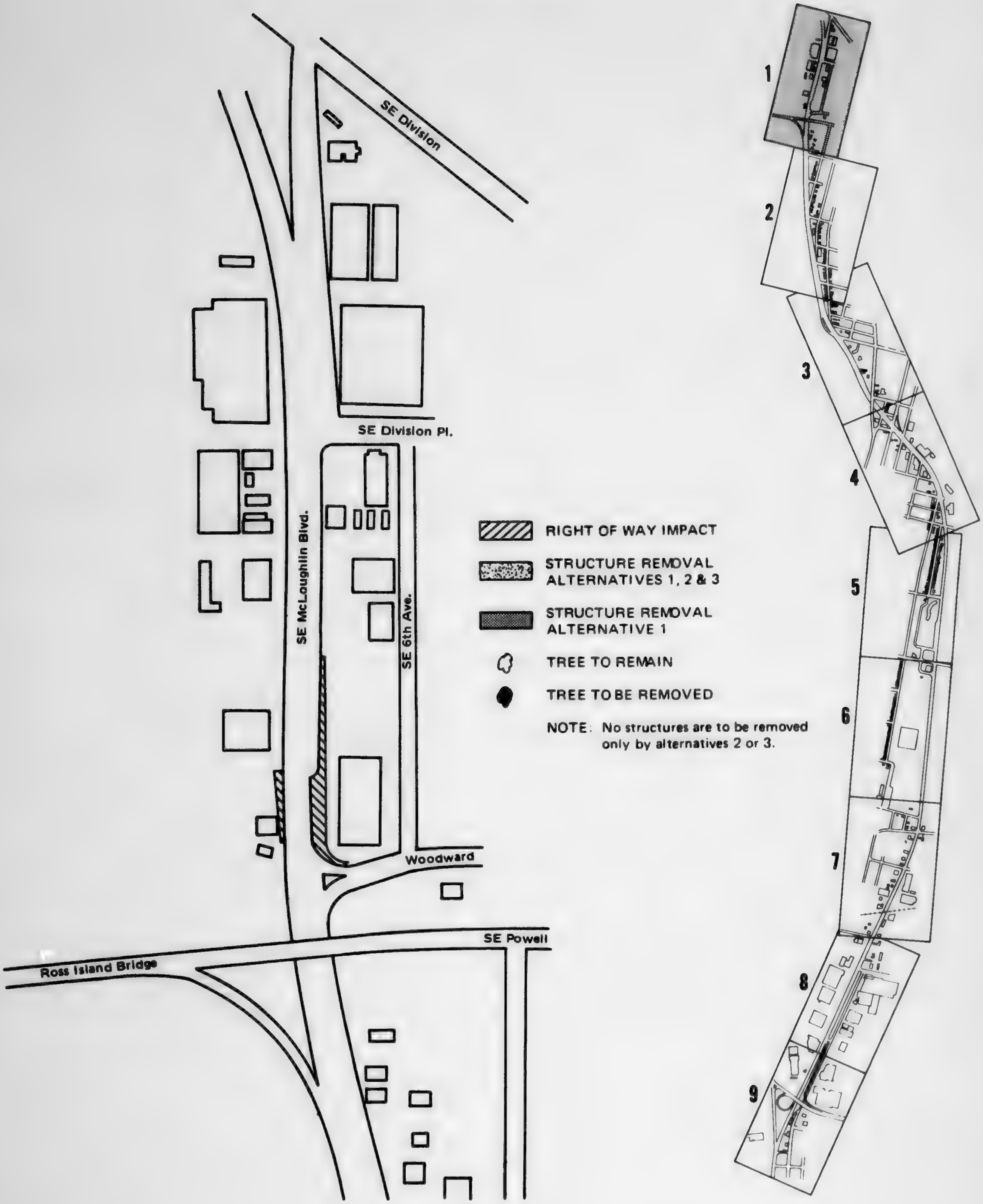
Notes: [a]Not to be exceeded more than once per year.
[b]24 hour average not more than 15% of the time.
ug/m^3 = micrograms per cubic meter
mg/m^3 = milligrams per cubic meter
[c]Not to be exceeded on more than one day per year.

* A guideline standard exists for non-methane hydrocarbons; it is 160 ug/m^3 averaged over 3 hours for the 6 AM to 9 AM period. This standard was established because of the link to O_3. Considering the new techniques for determining O_3 levels it is probably obsolete.

APPENDIX D

RIGHT-OF-WAY IMPACTS

FIGURE 18-1
RIGHT OF WAY IMPACTS
ALTERNATIVES 1, 2 & 3


SE Division
SE Division Pl.
SE McLoughlin Blvd.
SE 6th Ave.
Woodward
SE Powell
Ross Island Bridge
▨ RIGHT OF WAY IMPACT
STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
TREE TO BE REMOVED
1
2
3
4
5
6
7
8
9

NOTE: No structures are to be removed only by alternatives 2 or 3.

FIGURE 18-2
RIGHT OF WAY IMPACTS
ALTERNATIVES 1, 2 & 3

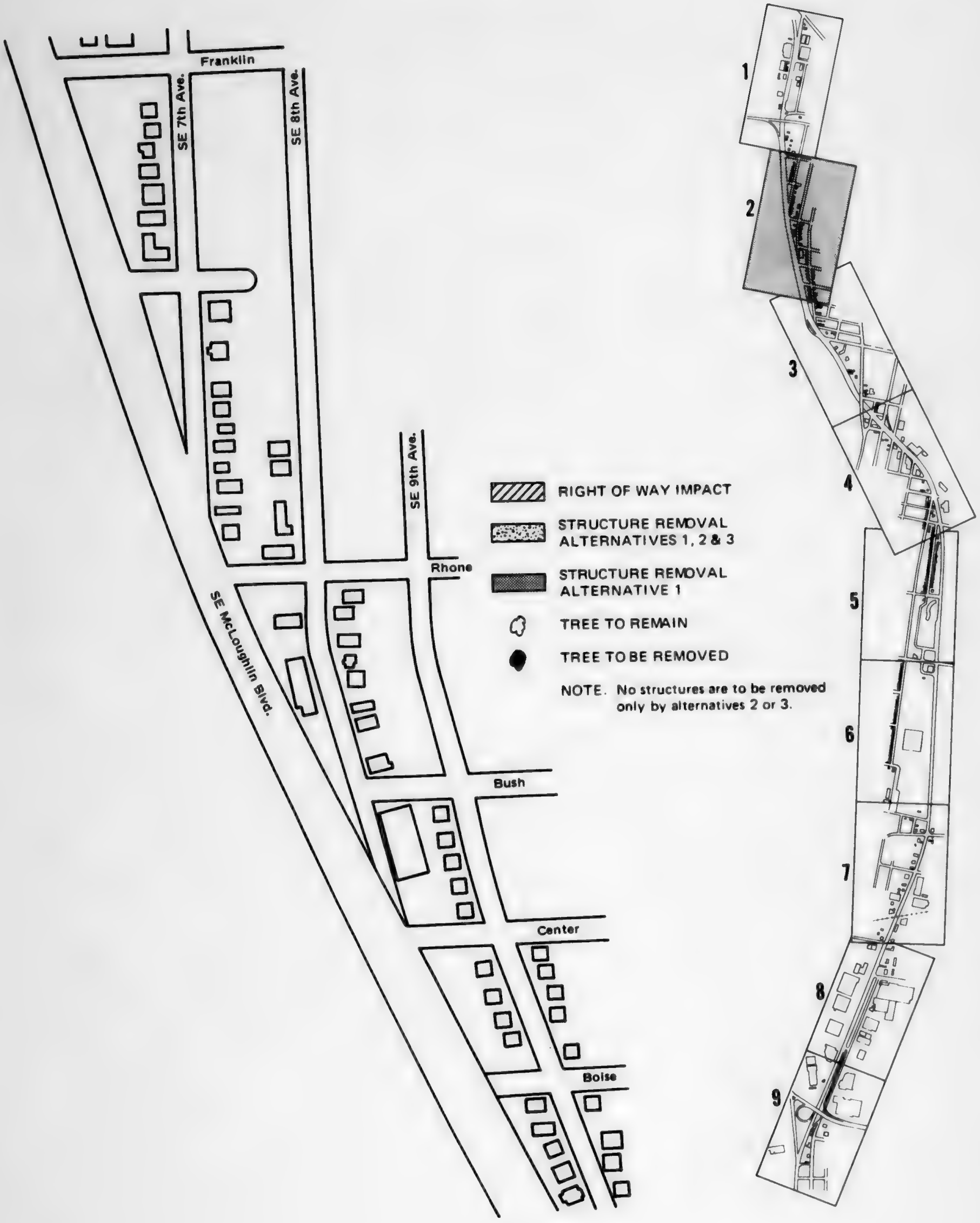
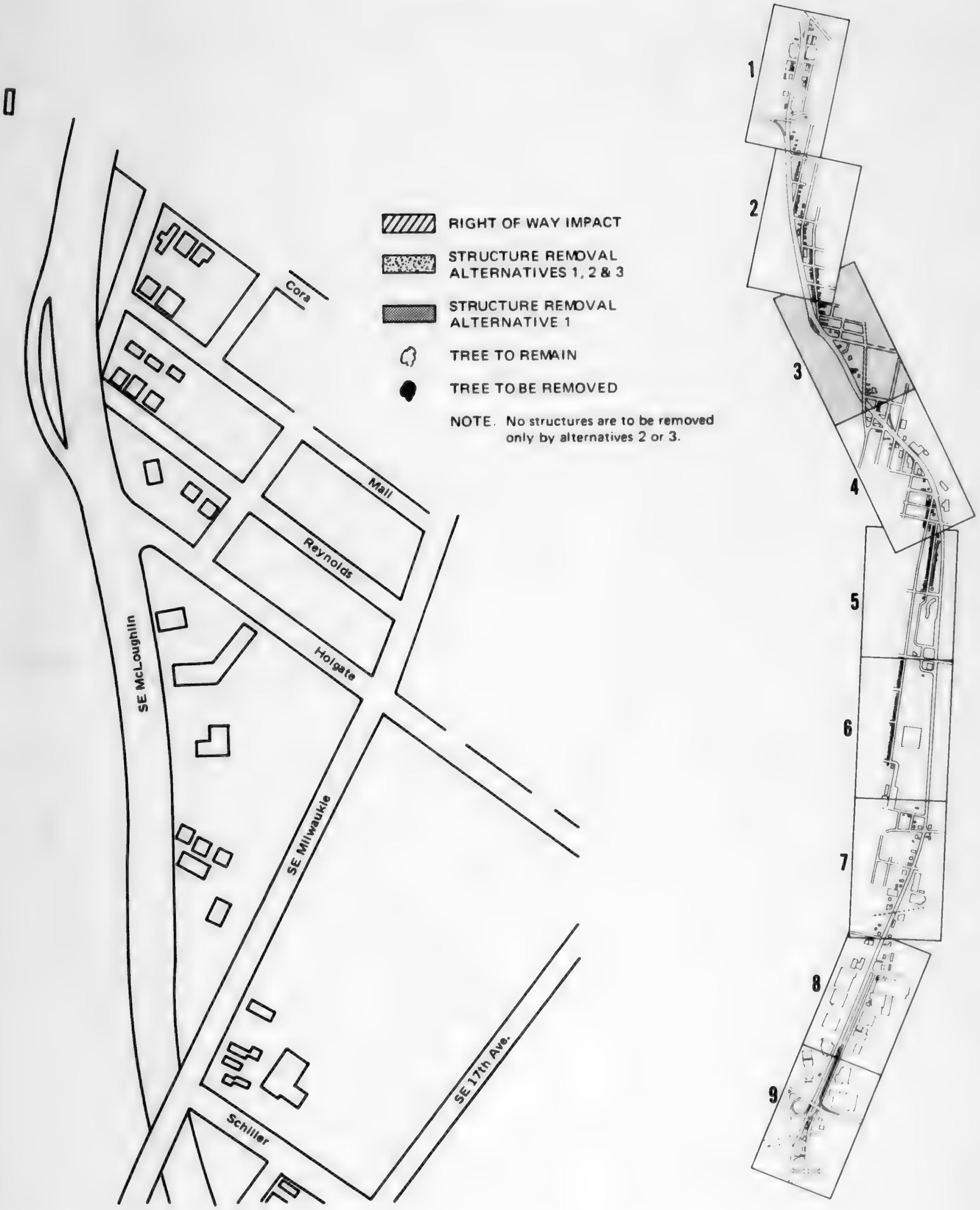

Franklin
SE 7th Ave.
SE 8th Ave.
SE 9th Ave.
Rhone
Bush
Center
Boise
SE McLoughlin Blvd.
▨ RIGHT OF WAY IMPACT
▨ STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
▨ STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
● TREE TO BE REMOVED
NOTE. No structures are to be removed only by alternatives 2 or 3.
1
2
3
4
5
6
7
8
9

FIGURE 18-3
RIGHT OF WAY IMPACTS
ALTERNATIVES 1, 2 & 3



▨ RIGHT OF WAY IMPACT
STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
● TREE TO BE REMOVED
NOTE. No structures are to be removed only by alternatives 2 or 3.
Cora
Mall
Reynolds
Holgate
SE McLoughlin
SE Milwaukie
SE 17th Ave.
Schiller
1
2
3
4
5
6
7
8
9

FIGURE 18-4a
RIGHT OF WAY IMPACTS
ALTERNATIVES 1 & 3

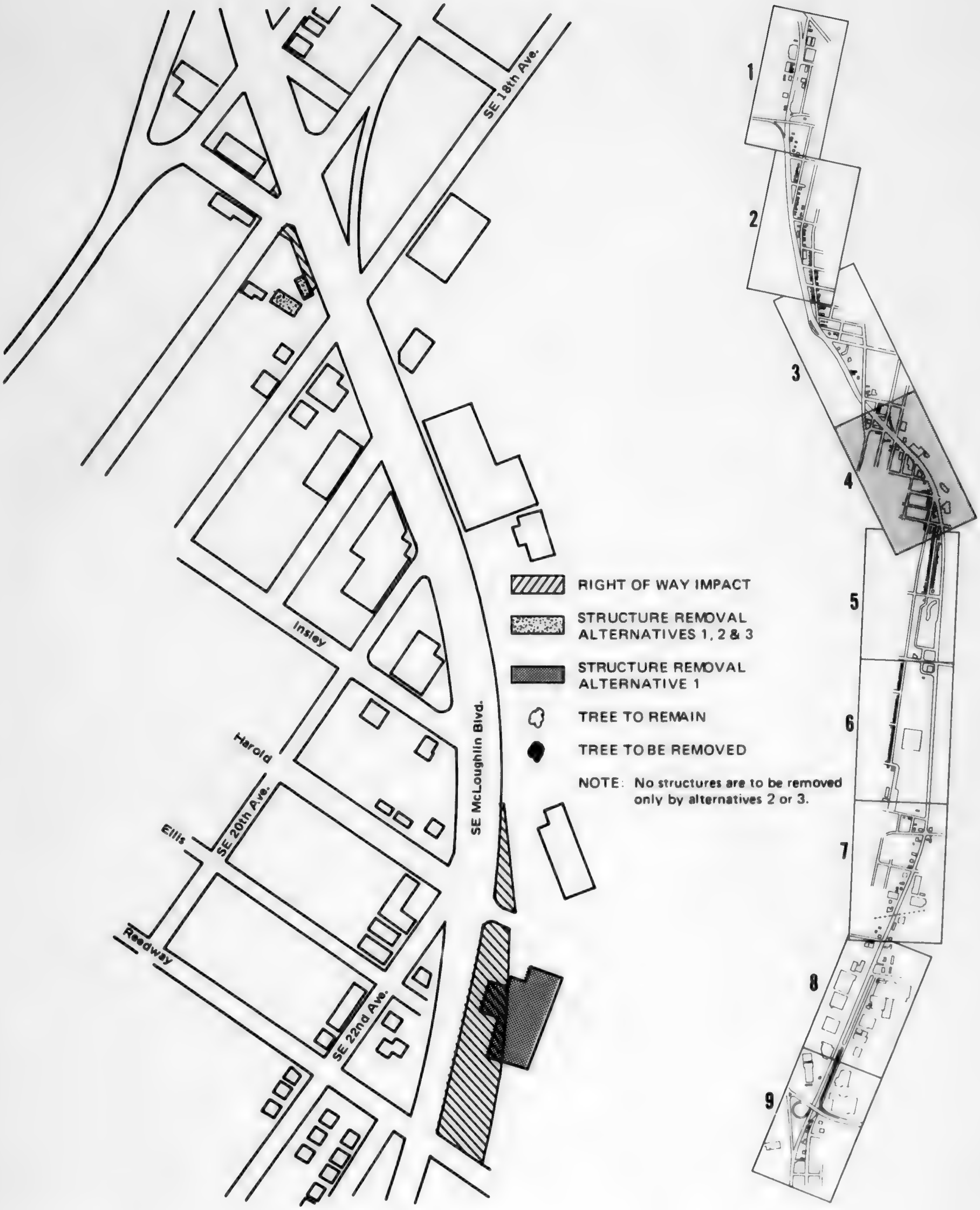
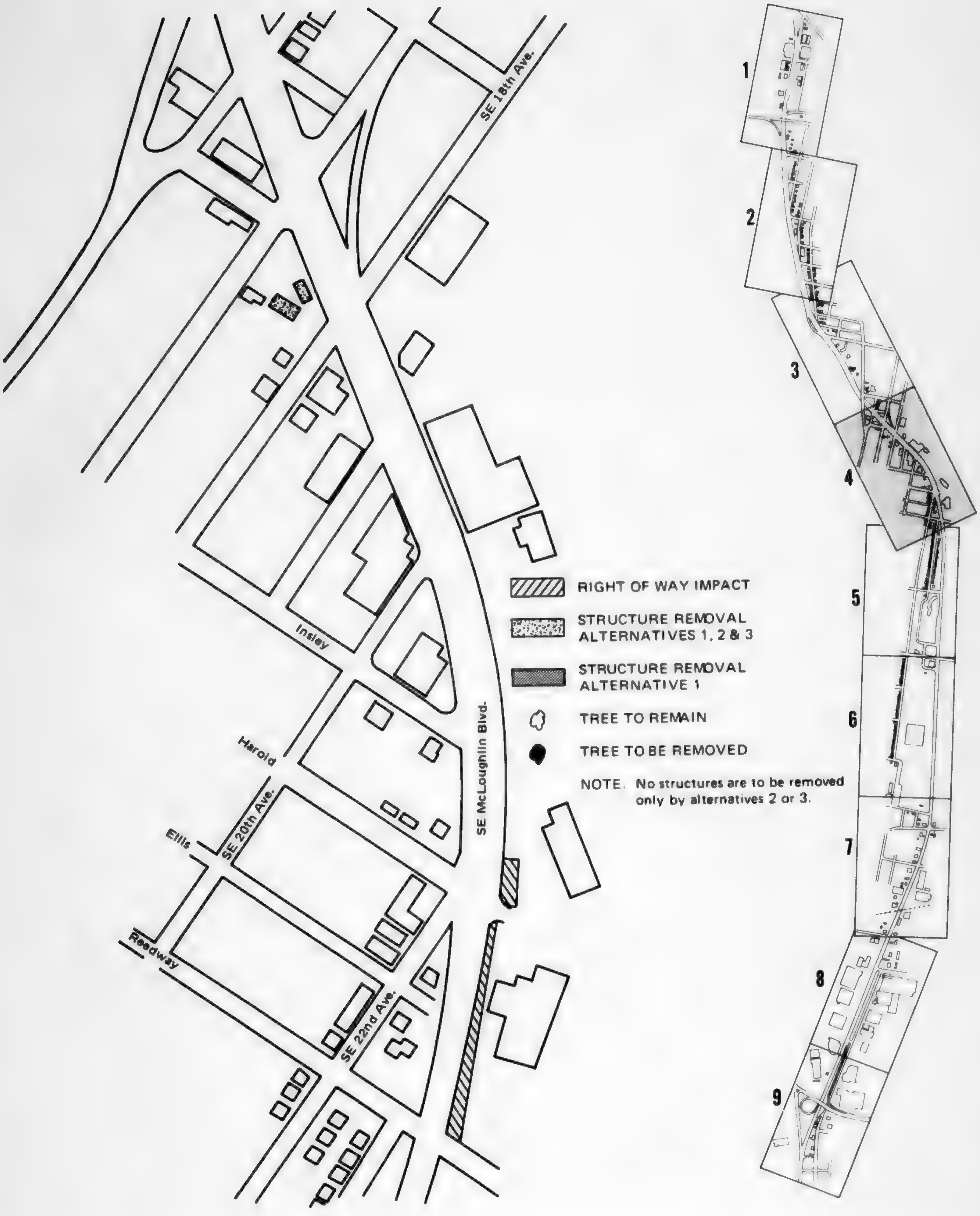
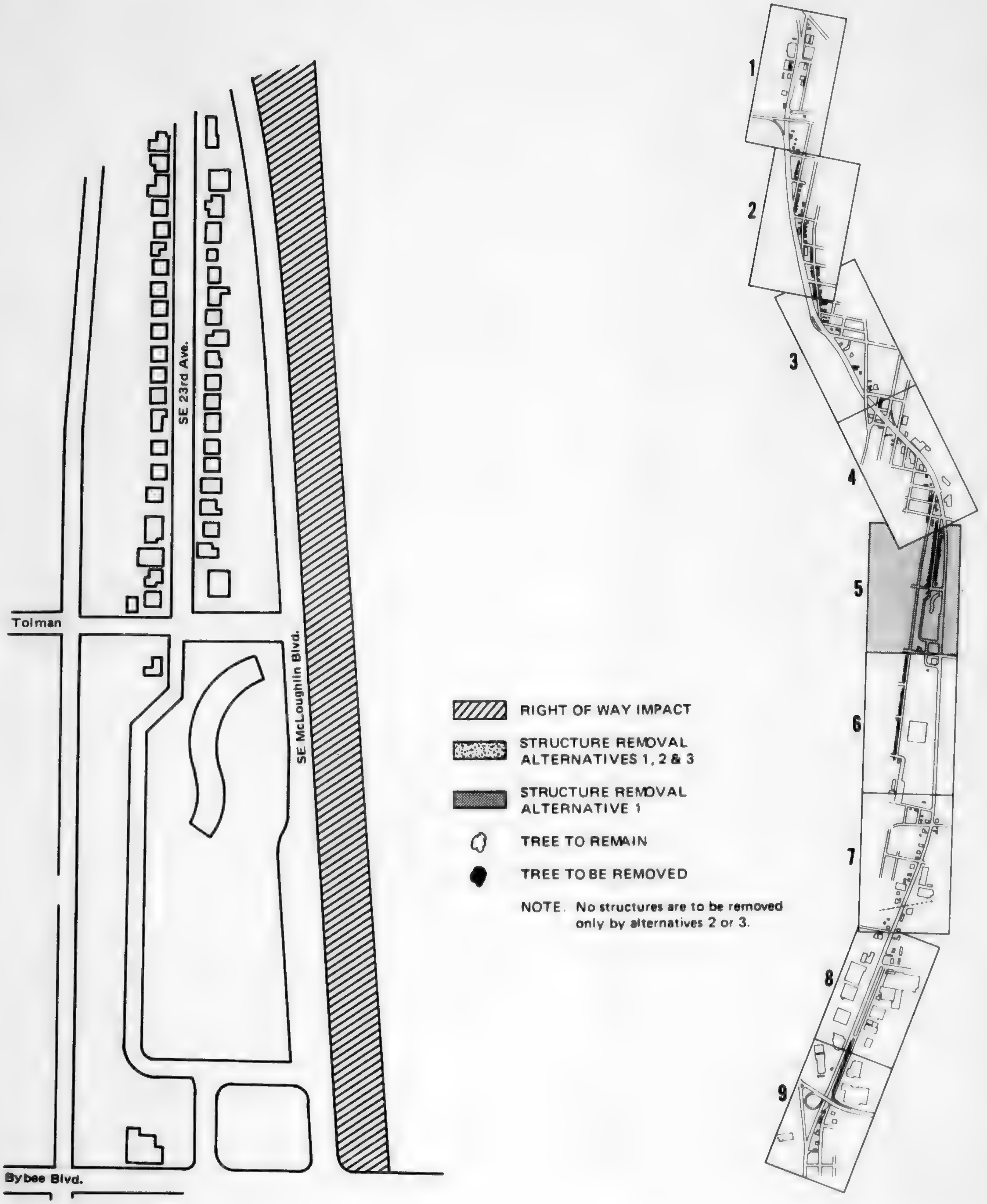

SE 18th Ave.
Insley
Harold
Ellis
SE 20th Ave.
Reedway
SE 22nd Ave.
SE McLoughlin Blvd.
▨ RIGHT OF WAY IMPACT
▒ STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
▓ STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
● TREE TO BE REMOVED
NOTE: No structures are to be removed only by alternatives 2 or 3.
1
2
3
4
5
6
7
8
9

FIGURE 18-4b
RIGHT OF WAY IMPACTS
ALTERNATIVE 2


SE 18th Ave.
Insley
Harold
Ellis
SE 20th Ave.
Reedway
SE 22nd Ave.
SE McLoughlin Blvd.
▨ RIGHT OF WAY IMPACT
▒ STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
▓ STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
● TREE TO BE REMOVED
1
2
3
4
5
6
7
8
9

NOTE. No structures are to be removed only by alternatives 2 or 3.

FIGURE 18-5a
RIGHT OF WAY IMPACTS
ALTERNATIVES 1 & 3


SE 23rd Ave.
Tolman
SE McLoughlin Blvd.
Bybee Blvd.
1
2
3
4
5
6
7
8
9
▨ RIGHT OF WAY IMPACT
STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
● TREE TO BE REMOVED

NOTE. No structures are to be removed only by alternatives 2 or 3.

FIGURE 18-5b
RIGHT OF WAY IMPACTS
ALTERNATIVE 2

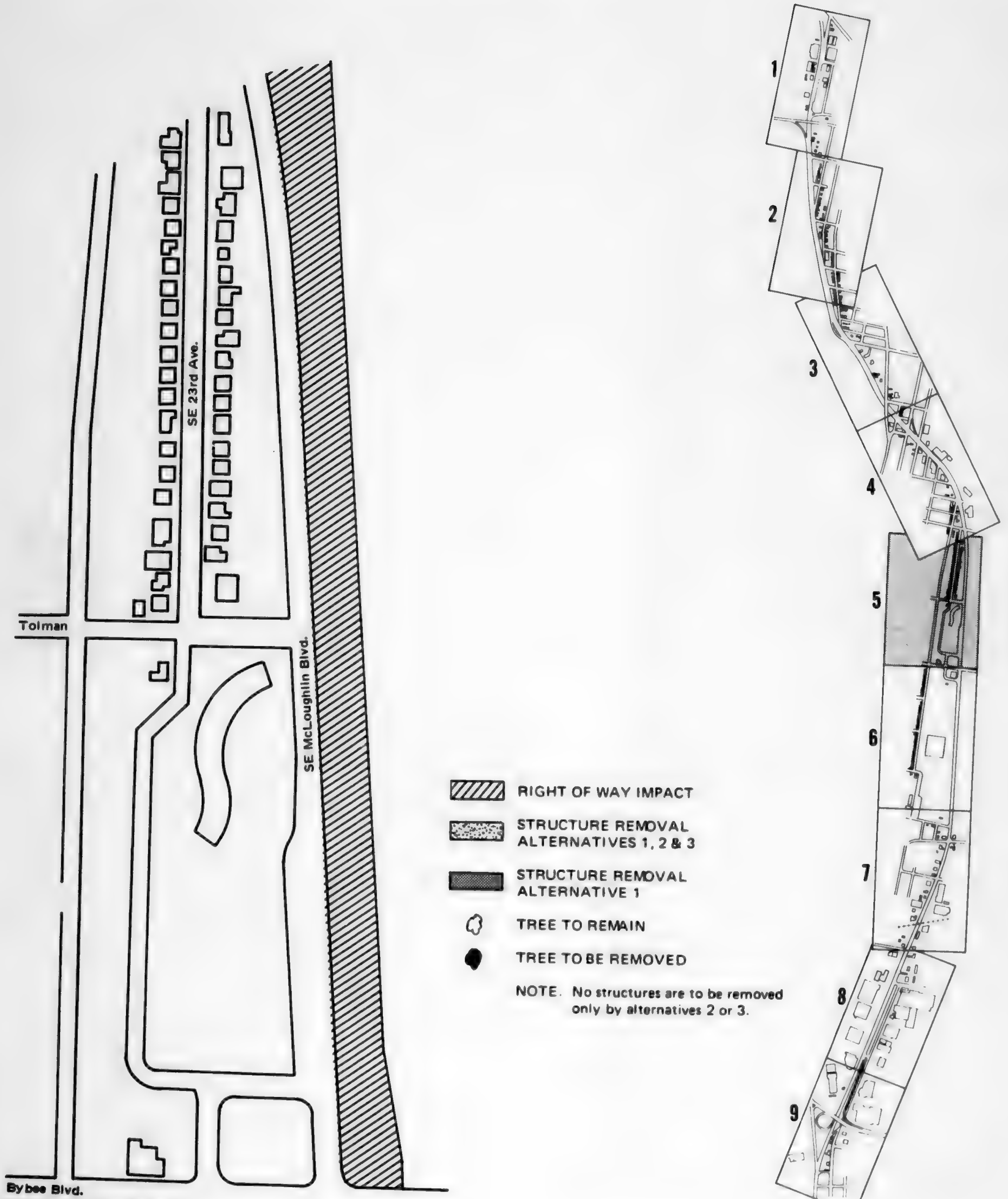
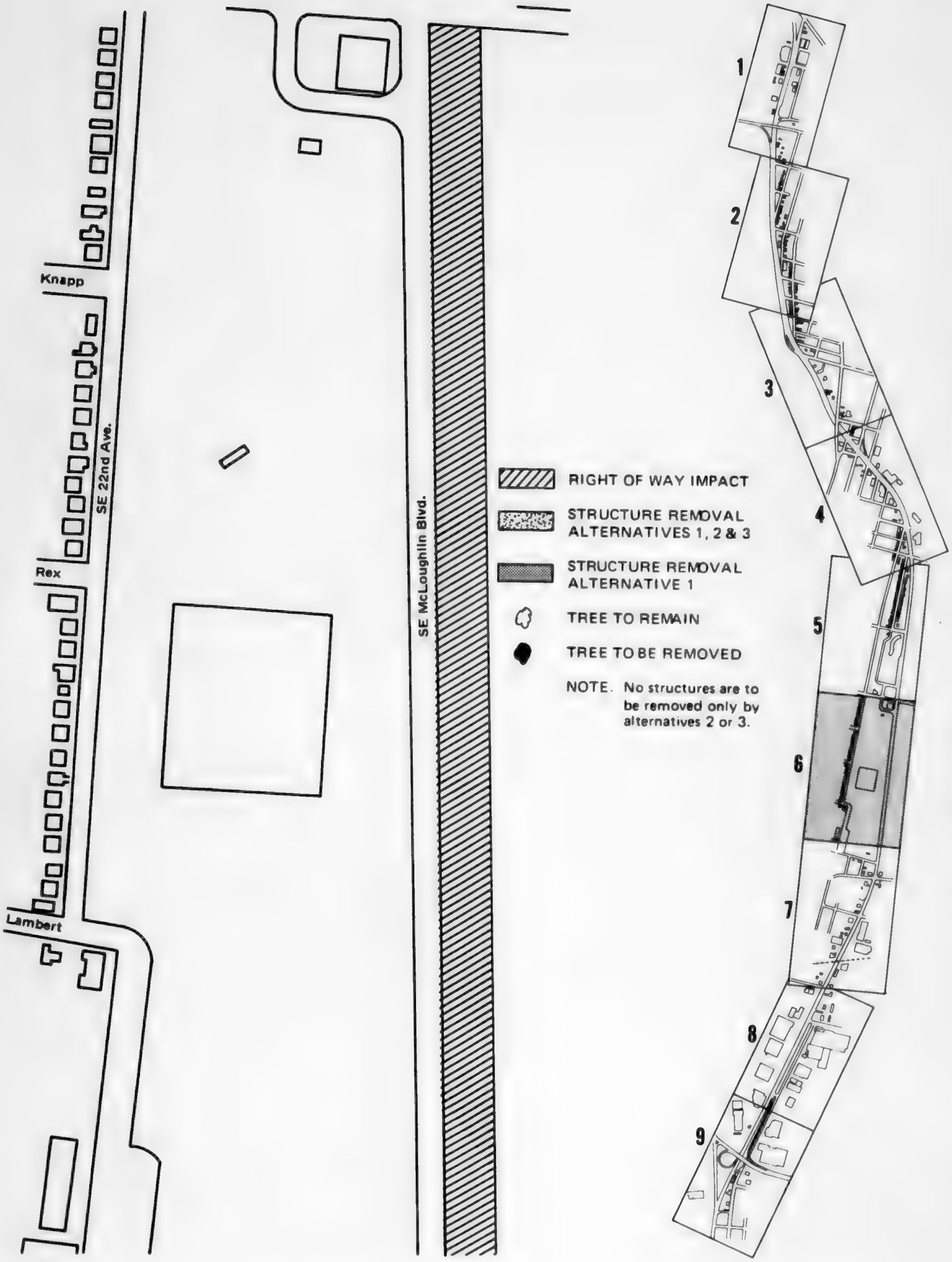
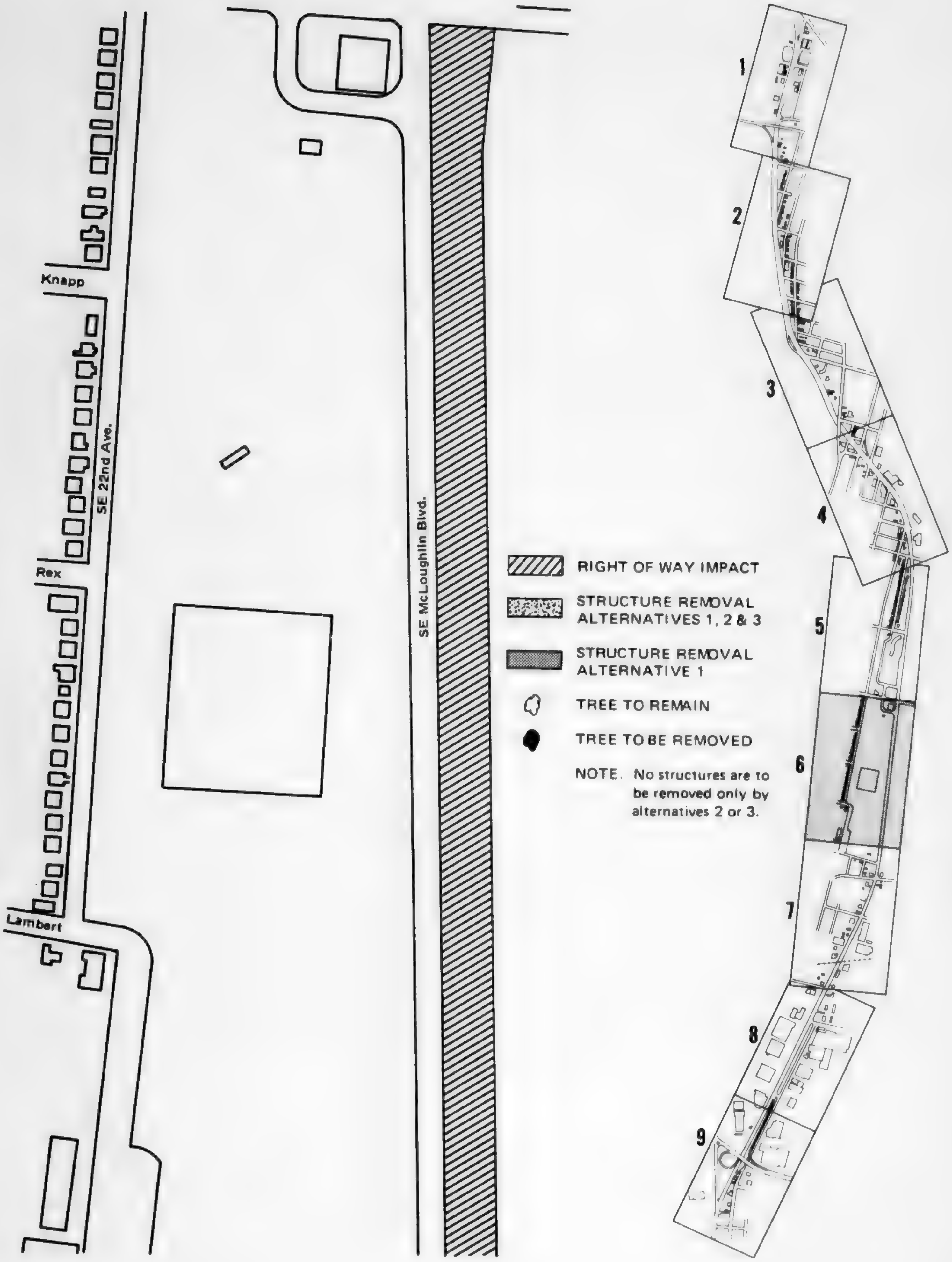

SE 23rd Ave.
Tolman
SE McLoughlin Blvd.
Bybee Blvd.
RIGHT OF WAY IMPACT
STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
TREE TO BE REMOVED
NOTE. No structures are to be removed only by alternatives 2 or 3.
1
2
3
4
5
6
7
8
9

FIGURE 18-6a
RIGHT OF WAY IMPACTS
ALTERNATIVES 1 & 3


Knapp
Rex
Lambert
SE 22nd Ave.
SE McLoughlin Blvd.
▨ RIGHT OF WAY IMPACT
▒ STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
▒ STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
● TREE TO BE REMOVED
1
2
3
4
5
6
7
8
9

NOTE. No structures are to be removed only by alternatives 2 or 3.

FIGURE 18-6b
RIGHT OF WAY IMPACTS
ALTERNATIVE 2


Knapp
SE 22nd Ave.
Rex
Lambert
SE McLoughlin Blvd.
▨ RIGHT OF WAY IMPACT
▒ STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
▓ STRUCTURE REMOVAL ALTERNATIVE 1
○ TREE TO REMAIN
● TREE TO BE REMOVED
1
2
3
4
5
6
7
8
9

NOTE. No structures are to be removed only by alternatives 2 or 3.

FIGURE 18-7a

RIGHT OF WAY IMPACTS
ALTERNATIVES 1, 2 & 3

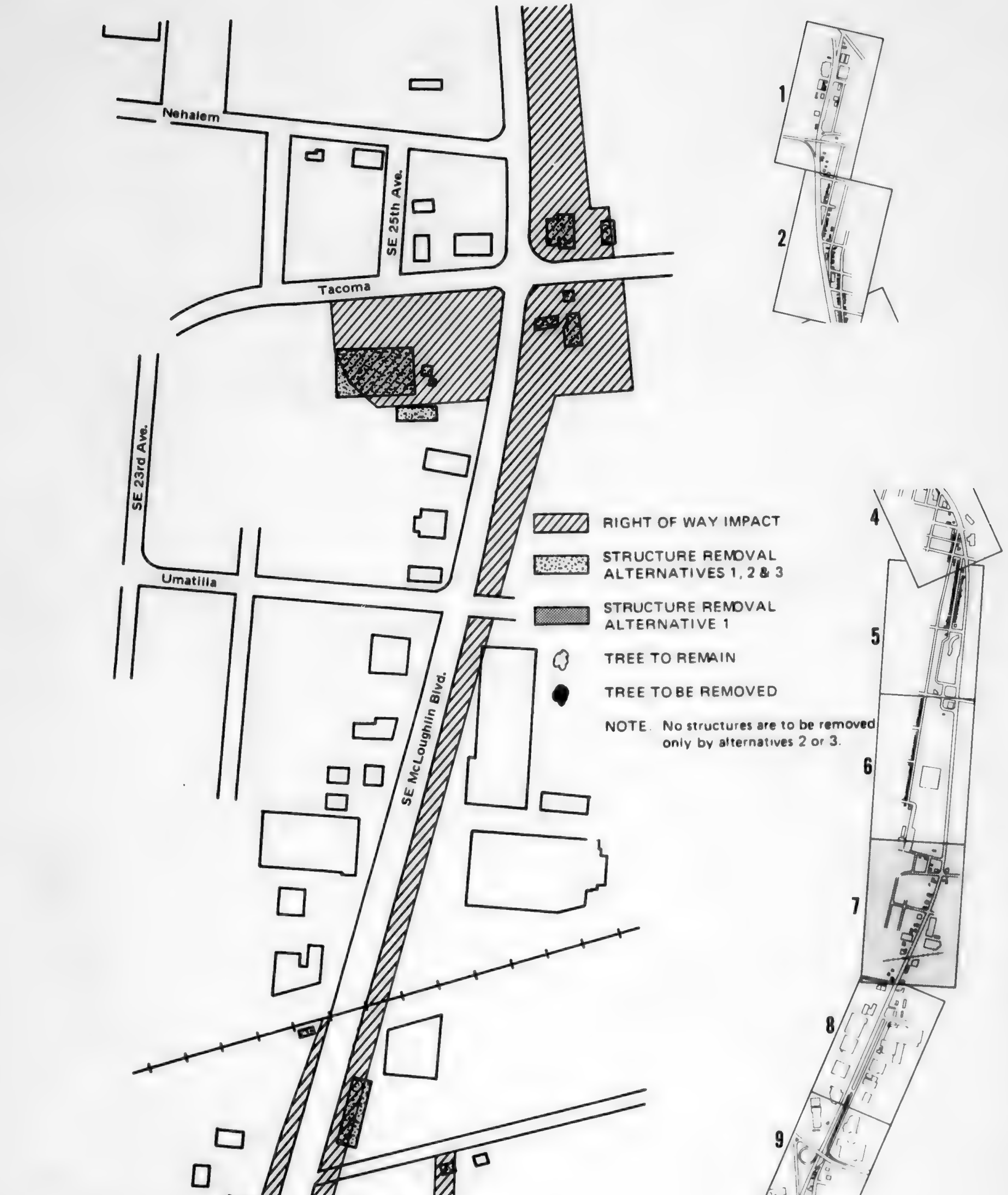

Nehalem
SE 25th Ave.
Tacoma
SE 23rd Ave.
Umatilla
SE McLoughlin Blvd.
Ochoco
▨ RIGHT OF WAY IMPACT
STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
● TREE TO BE REMOVED
NOTE. No structures are to be removed only by alternatives 2 or 3.
1
2
4
5
6
7
8
9

FIGURE 18-7b

RIGHT OF WAY IMPACTS
TACOMA OVERCROSSING OPTION

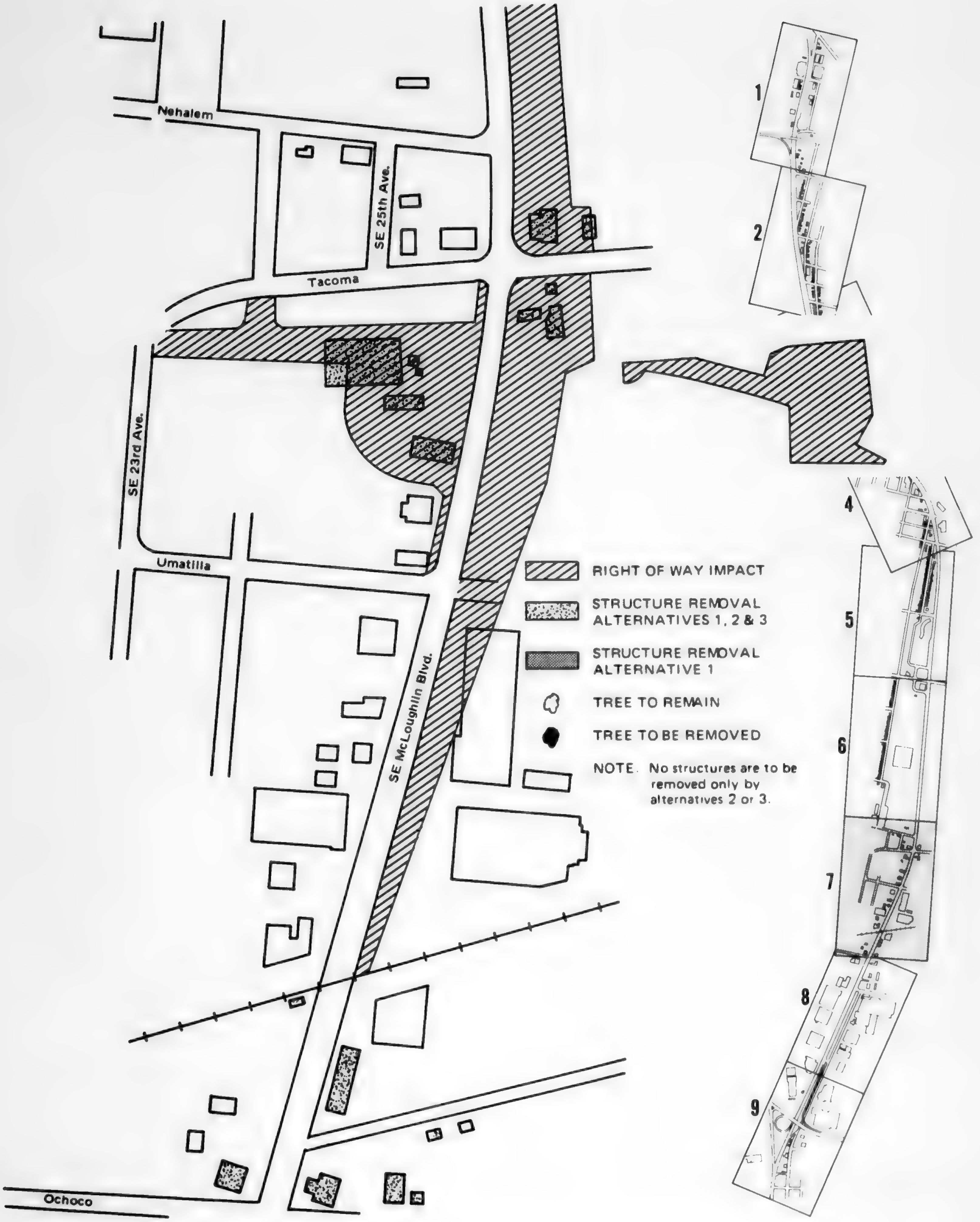

Nehalem
SE 25th Ave.
Tacoma
SE 23rd Ave.
Umatilla
SE McLoughlin Blvd.
Ochoco
1
2
4
5
6
7
8
9
▨ RIGHT OF WAY IMPACT
▨ STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
▨ STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
● TREE TO BE REMOVED
NOTE. No structures are to be removed only by alternatives 2 or 3.

FIGURE 18-8
RIGHT OF WAY IMPACTS
ALTERNATIVES 1, 2 & 3

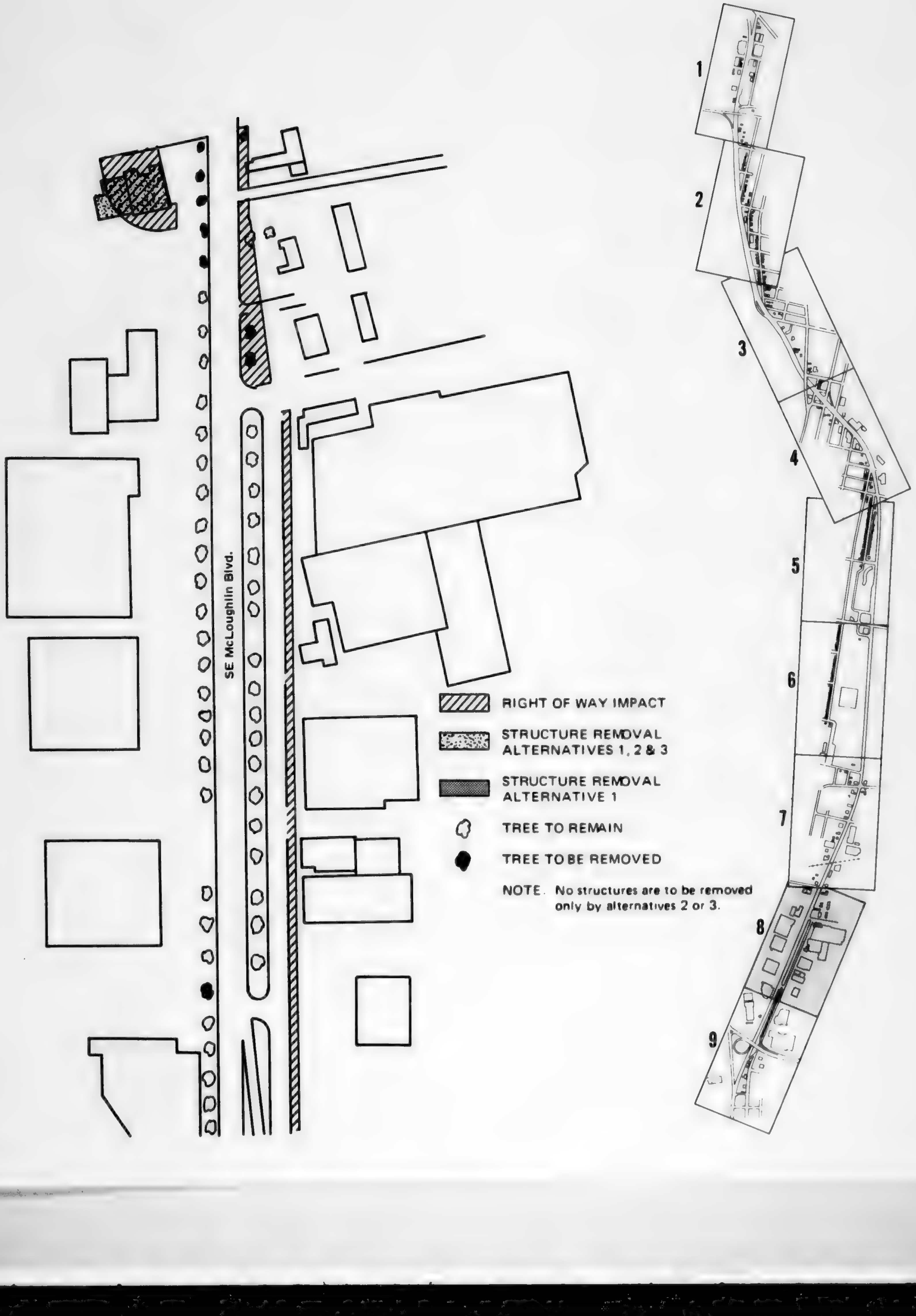
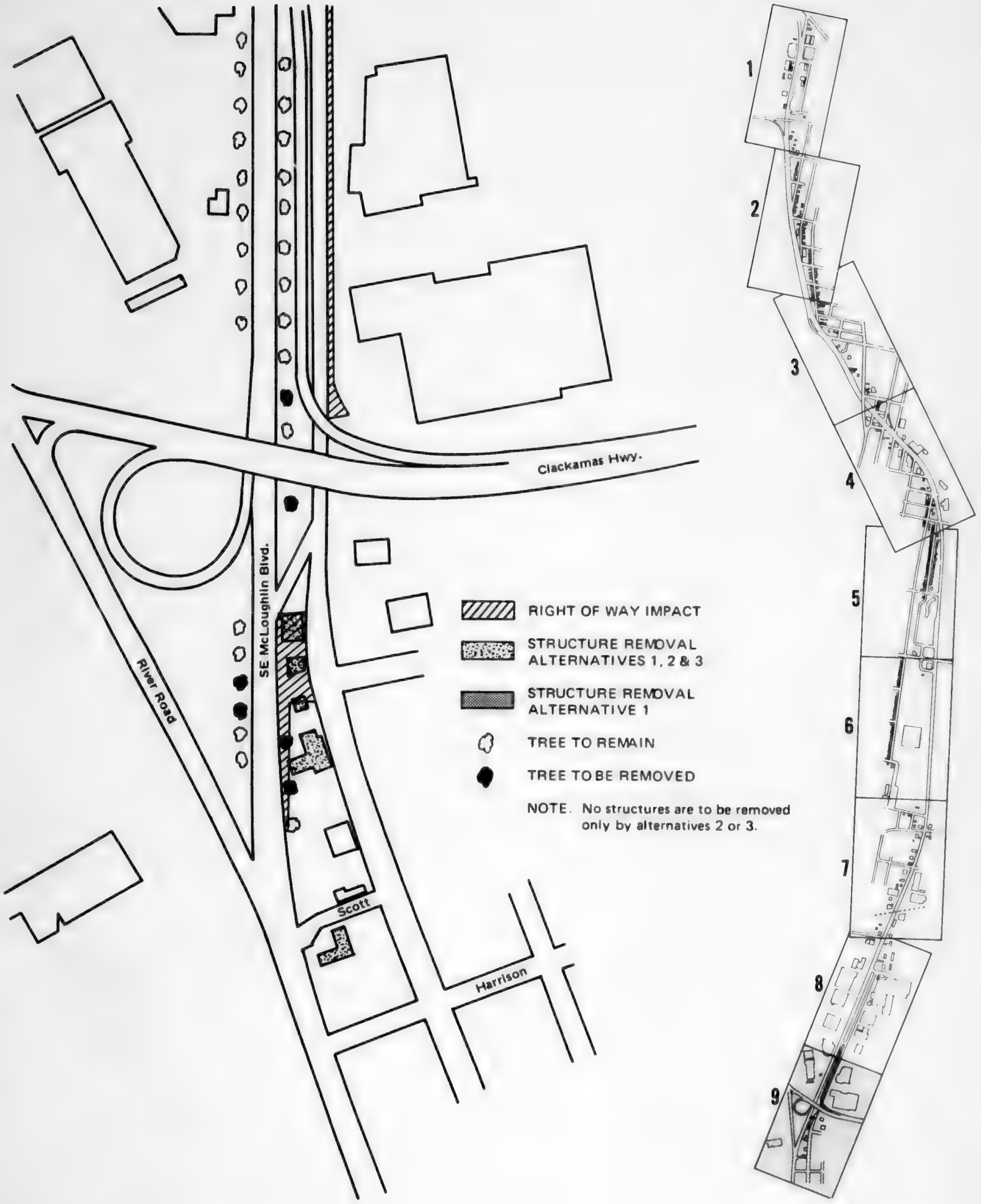

SE McLoughlin Blvd.
▨ RIGHT OF WAY IMPACT
STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
● TREE TO BE REMOVED
NOTE. No structures are to be removed only by alternatives 2 or 3.
1
2
3
4
5
6
7
8
9

FIGURE 18-9
RIGHT OF WAY IMPACTS
ALTERNATIVES 1, 2 & 3


Clackamas Hwy.
SE McLoughlin Blvd.
River Road
Scott
Harrison
▨ RIGHT OF WAY IMPACT
▨ STRUCTURE REMOVAL ALTERNATIVES 1, 2 & 3
▨ STRUCTURE REMOVAL ALTERNATIVE 1
TREE TO REMAIN
● TREE TO BE REMOVED
1
2
3
4
5
6
7
8
9

NOTE. No structures are to be removed only by alternatives 2 or 3.

APPENDIX E

RIGHT-OF-WAY PAMPHLETS

ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS

A description of the
Department of Transportation
land acquisition program

**OREGON
DEPARTMENT
OF
TRANSPORTATION**

When expanding or improving highway facilities in Oregon, the Department of Transportation has the task of acquiring rights-of-way. It is the aim and desire of the Department to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Department of Transportation thus has a dual responsibility–recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Department of Transportation personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Department of Transportation appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Department of Transportation Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Department of Transportation will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-after" method. This means that the owner's loss is equal to the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the Department of Transportation.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property; however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a move, and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner.

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of acceptance and conveyance of the title and payment may proceed. No payment of State funds may be made until a warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assessments, mortgages, outstanding leases, or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about four weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

In the event the property owner is unable to convey and clear title satisfactorily to the State, or in the event the State and the property owner cannot reach a mutually-satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

POSSESSION

At the time negotiations begin with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Department of Transportation to acquire the property and give the requirements for relocation benefits.

No person lawfully occupying real property shall be required to move from his home, farm or business without at least 90 days' written notice. The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

The Department is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Department of Transportation, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Department is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the Oregon Department of Transportation maintains fully staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd.
Milwuakie 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

   The Agent has authority to attempt to agree as to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. Can the Right of Way Agent make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. Who prepares the deed and clears the title?

   The Salem Right of Way Office of the Department of Transportation prepares and records most of the documents necessary to convey clear title; however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations; and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?

   The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to meet these standards is not economically sound. In addition, most of these existing highways will be needed to assist the freeways in carrying the heavy volume of traffic. In some cases, the present improved highway is to be used as two of the four lanes of the new freeway.

2. Who determines the necessity, location, width of rights-of-way, access control, and schedule of construction for new State highways and public projects?

   The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?

   Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

   A staff appraisal is one which is prepared by an employee of the Department of Transportation who is qualified by education, training, and experience to make property appraisals.

   A fee appraisal is one prepared by a professional appraiser who is employed for a particular job. He is not a State employee, but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

   The Department will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

Rev. 12-77

MOVING BECAUSE OF THE HIGHWAY OR PUBLIC PROJECTS?

A DESCRIPTION OF THE
OREGON DEPARTMENT OF TRANSPORTATION'S
RELOCATION ASSISTANCE
PROGRAM

Department of Transportation policy requires that no family or individual will be required to vacate any dwelling until such displacee has found or been offered adequate replacement housing.

All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin. Fair housing will be available to all affected persons regardless of race, color, religion, sex, or national origin.

Federal Department of Transportation Order No. 5620.1 sets forth the same requirement for Federally-assisted projects.

Relocation legislation, because of its wide scope, is somewhat complicated and difficult to read and interpret. For the benefit of those who are affected by the Department of Transportation property acquisitions, this leaflet summarizes the principal provisions of relocation services and benefits. However, persons reading this leaflet are urged not to form advance opinions as to the benefits and amounts to which they may be entitled. The right of way agent assigned to purchase a property will have detailed information for displaced persons.

OREGON DEPARTMENT OF TRANSPORTATION

Public Law 91-646, Title II, Section 216, states as follows: "No payment received under this title" (relocation payments) "shall be considered as income for the purposes of the Internal Revenue Code of 1954; or for the purpose of determining the eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal Law."

RELOCATION SERVICES

The Department of Transportation maintains fully-staffed regional right of way offices in the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLougin Blvd.
Portland 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-
California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

These offices maintain current lists of replacement dwellings, businesses, and farms for displaced persons, as well as current data on required deposits for utilities, closing costs, typical down payments, interest rates, and FHA and VA requirements and information. The offices also have maps showing the location of schools, parks, playgrounds, and shopping areas. Public transportation routes are shown and schedules and fare information is available. An experienced right of way agent is available to aid displaced persons to the fullest extent. Right of way agents do not expect and will not accept any fee for any service rendered.

ELIGIBILITY

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

GENERAL MOVING EXPENSES

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures".

INDIVIDUAL AND FAMILY MOVING EXPENSES

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the Department of Transportation will allow the displaced person to present an unpaid commercial moving bill and the Department of Transportation will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

RESIDENTIAL MOVING SCHEDULE

Unfurnished
[Relocatee owns furniture]

$ 60 [1 rm]	$180 [3 rm]	$300 [5 rm]
$120 [2 rm]	$240 [4 rm]	

Five or more rooms – $300

Furnished
[Relocatee does not own furniture]

$20 per room up to a maximum of $300

MOBILE HOME MOVING SCHEDULE

[Based upon total floor area]

Amount of Payment	Square Foot Area
$100	Up to 200 sq. ft.
$200	201 sq. ft. – 600 sq. ft.
$300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

BUSINESS, FARM & NONPROFIT ORGANIZATION MOVING EXPENSES

Displaced businesses, farm operations and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self move, the business, farm operation or nonprofit organization may be paid an amount not to exceed the lower of two estimates secured by the Department of Transportation from competent moving companies.

Under certain conditions, businesses, farms, and nonprofit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in lieu" payment are not eligible for any other relocation benefit payment.

STORAGE OF PERSONAL PROPERTY

Occasionally, unusual circumstances may make the storage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments. It should be clearly understood that those dislocatees accepting the schedule or in lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the Department of Transportation and may not exceed twelve months.

REPLACEMENT HOUSING

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tenant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the Department of Transportation.

Claims for housing additives and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by Department of Transporation personnel to ascertain that it meets the decent, safe and sanitary standards established by the Federal Department of Transportation. We advise that you have this determination made prior to making a commitment to rent or buy. Please understand that the replacement dwelling decent, safe and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

POSSESSION

No person lawfully occupying real property shall be required to move from his home, farm or business location without at least 90 days' written notice.

The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

APPEALS

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right of way agent who is handling the property acquisition. The Chief Administrative Officer of the Department of Transportation has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

RIGHT OF WAY AGENT

Relocatees will be given detailed information regarding their eligibility and possible benefits by the right of way agent assigned to acquire the property.

Rev. 5-78

1970 RELOCATION ACT – MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.		Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.		Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
And Including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to twelve months, if necessary	Actual	Storage of personal property up to twelve months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$500 maximum			Payment "in lieu" of all other benefits–requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum
Or					
Storage of personal property up to twelve months, when necessary	Actual				

81-734-3772

APPENDIX F

STATE HISTORIC PRESERVATION OFFICE LETTER

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

January 13, 1982

In Reply Refer to
File No.

MR PIETER T DYKMAN RESEARCH COORDINATOR
ENVIRONMENTAL RESEARCH UNIT
TECHNICAL SERVICES BRANCH
OREGON DEPT OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION BUILDING
SALEM OR 97310

Dear Pieter:

Thank you for inviting our comment on the effect of the proposed federally-assisted McLoughlin Boulevard widening project upon cultural resources in Milwaukie and Portland, Clackamas and Multnomah Counties, Oregon, respectively.

Having evaluated your cultural resources report, we concur that the project will have "No Effect" upon properties included in, or eligible for inclusion in the National Register of Historic Places, with the exception of the taking of 25 feet of unlandscaped foreyard of the State Highway Division Office Building, a Milwaukie, Oregon property which was determined eligible by the Keeper of the National Register on November 20, 1981.

Because the National Park Style building, carried out in the Arts and Crafts tradition under WPA auspices in 1938, would retain a 50-foot set-back from the curb line, and because the masonry-mounted identification sign would be relocated elsewhere on the property, we concur with your finding with regard to the exception. In our opinion, the proposed project will have "No Adverse Effect" upon qualities which make the Highway Building eligible for inclusion in the National Register.

As always, we appreciate the opportunity to offer our opinion, and we hope these comments will be helpful.

Sincerely,

David

D. W. Powers III, Deputy
State Historic Preservation Officer

DWP/EWP/js

Form 734-3122

APPENDIX G

NOISE IMPACTS

FIGURE 19-1
NOISE IMPACTS

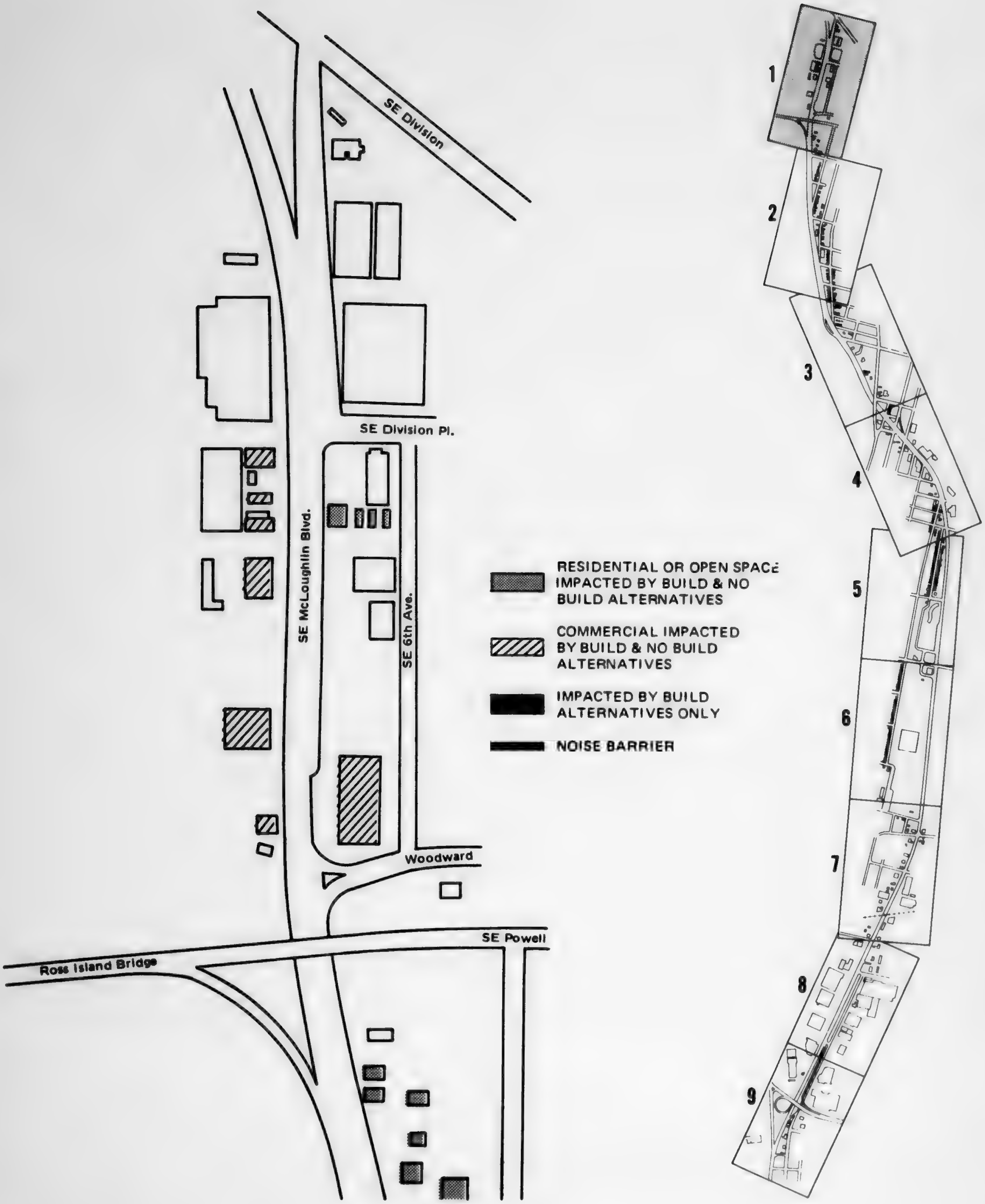

SE Division
SE Division Pl.
SE McLoughlin Blvd.
SE 6th Ave.
Woodward
SE Powell
Ross Island Bridge
RESIDENTIAL OR OPEN SPACE IMPACTED BY BUILD & NO BUILD ALTERNATIVES
COMMERCIAL IMPACTED BY BUILD & NO BUILD ALTERNATIVES
IMPACTED BY BUILD ALTERNATIVES ONLY
NOISE BARRIER
1
2
3
4
5
6
7
8
9

FIGURE 19-2
NOISE IMPACTS

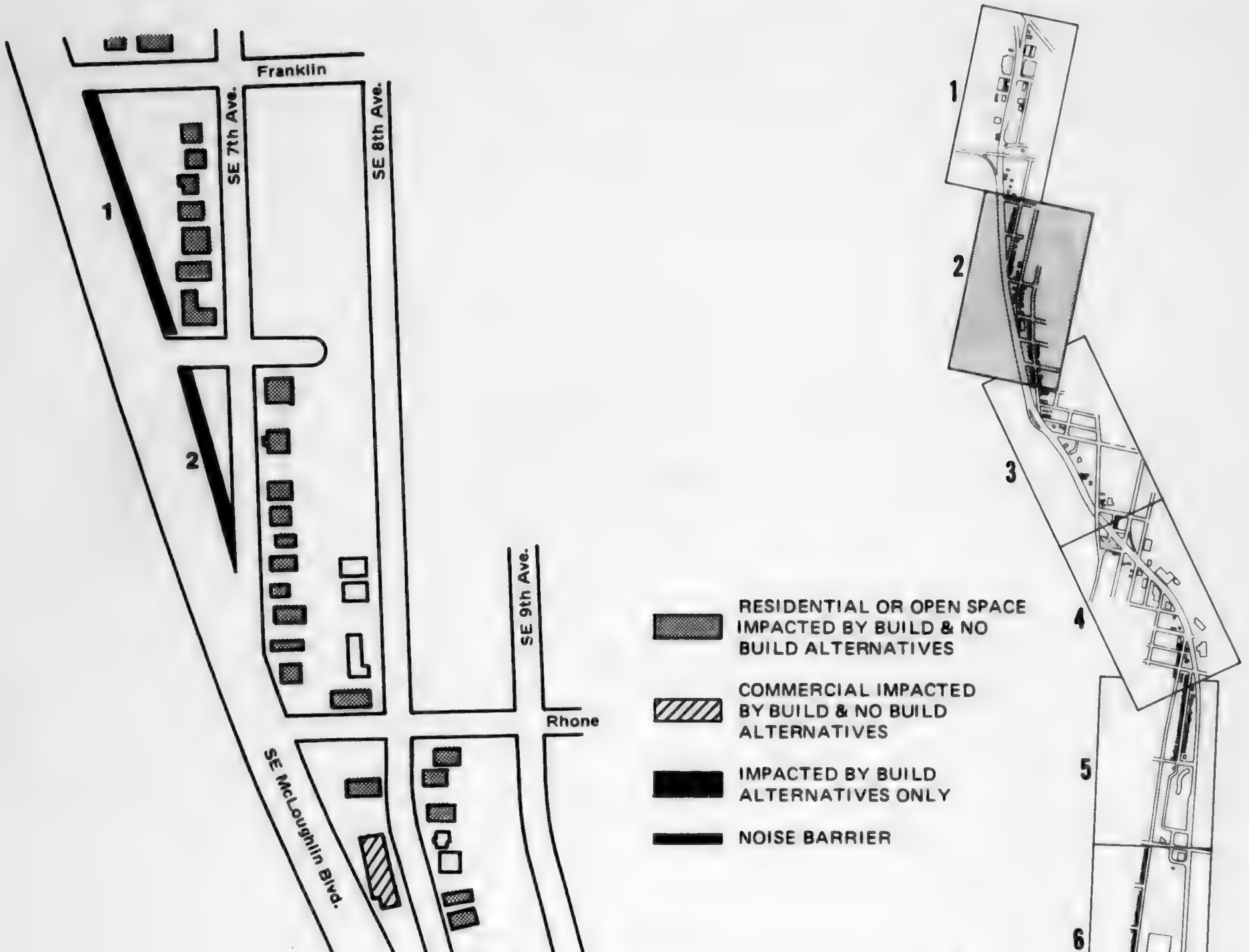

Franklin
SE 7th Ave.
SE 8th Ave.
SE 9th Ave.
Rhone
Bush
Center
Boise
SE McLoughlin Blvd.
1
2
3
RESIDENTIAL OR OPEN SPACE IMPACTED BY BUILD & NO BUILD ALTERNATIVES
COMMERCIAL IMPACTED BY BUILD & NO BUILD ALTERNATIVES
IMPACTED BY BUILD ALTERNATIVES ONLY
NOISE BARRIER
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FIGURE 19-3
NOISE IMPACTS

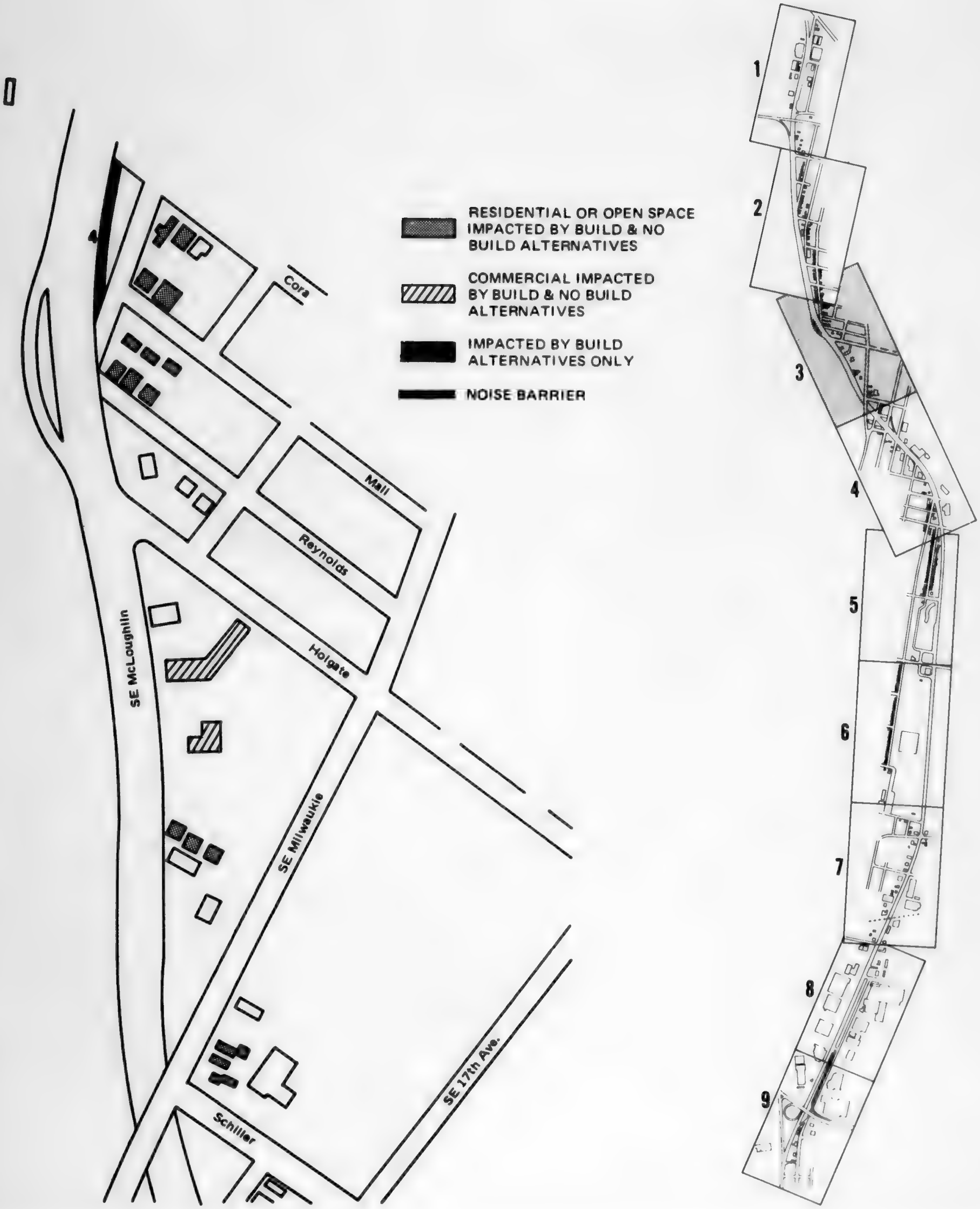
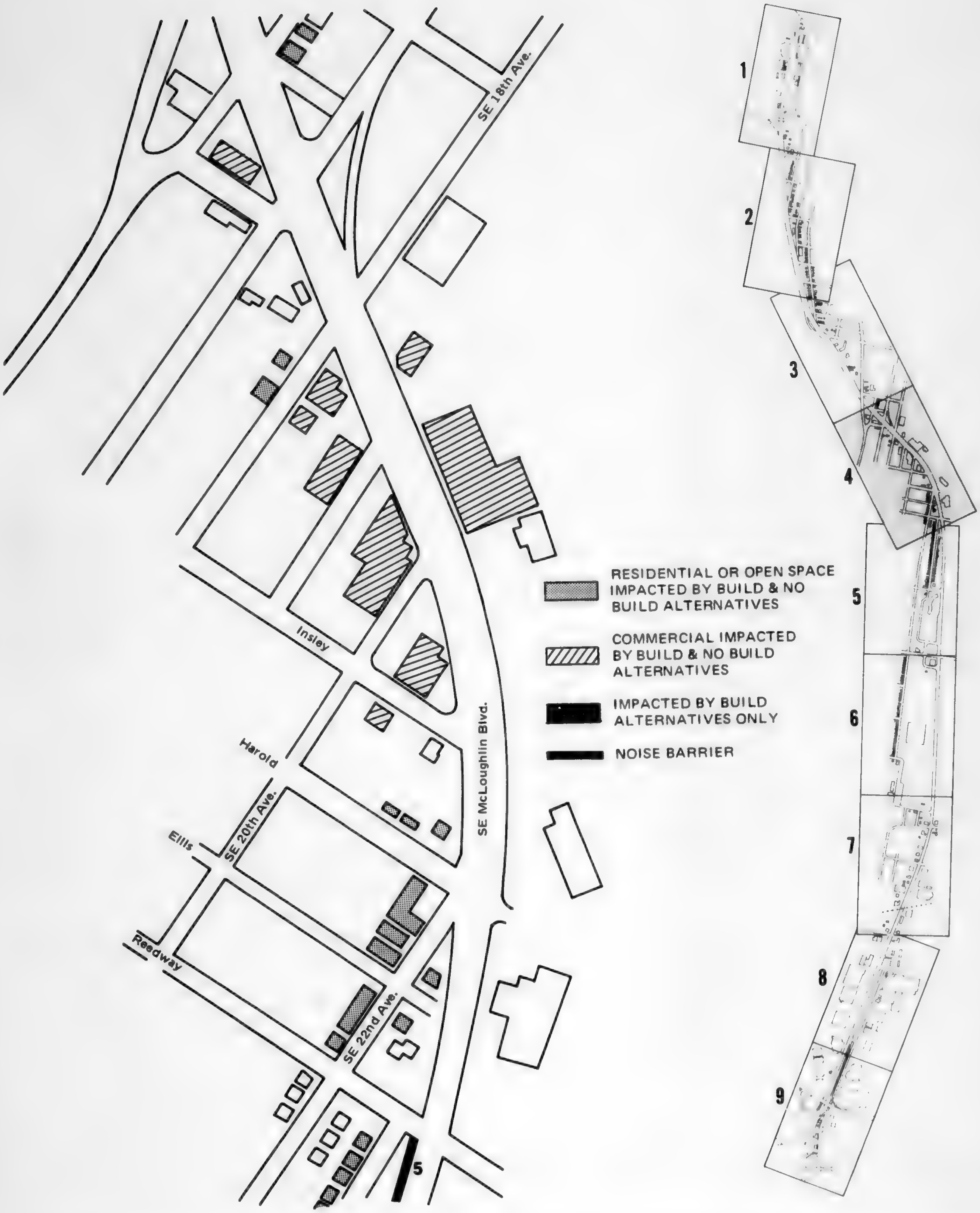

RESIDENTIAL OR OPEN SPACE IMPACTED BY BUILD & NO BUILD ALTERNATIVES
COMMERCIAL IMPACTED BY BUILD & NO BUILD ALTERNATIVES
IMPACTED BY BUILD ALTERNATIVES ONLY
NOISE BARRIER
Cora
Mall
Reynolds
Holgate
SE McLoughlin
SE Milwaukie
SE 17th Ave.
Schiller
1
2
3
4
5
6
7
8
9

FIGURE 19-4

NOISE IMPACTS


SE 18th Ave.
Insley
Harold
SE 20th Ave.
Ellis
Reedway
SE 22nd Ave.
SE McLoughlin Blvd.
5
▨ RESIDENTIAL OR OPEN SPACE IMPACTED BY BUILD & NO BUILD ALTERNATIVES
▨ COMMERCIAL IMPACTED BY BUILD & NO BUILD ALTERNATIVES
■ IMPACTED BY BUILD ALTERNATIVES ONLY
▬ NOISE BARRIER
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4
5
6
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8
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FIGURE 19-5
NOISE IMPACTS

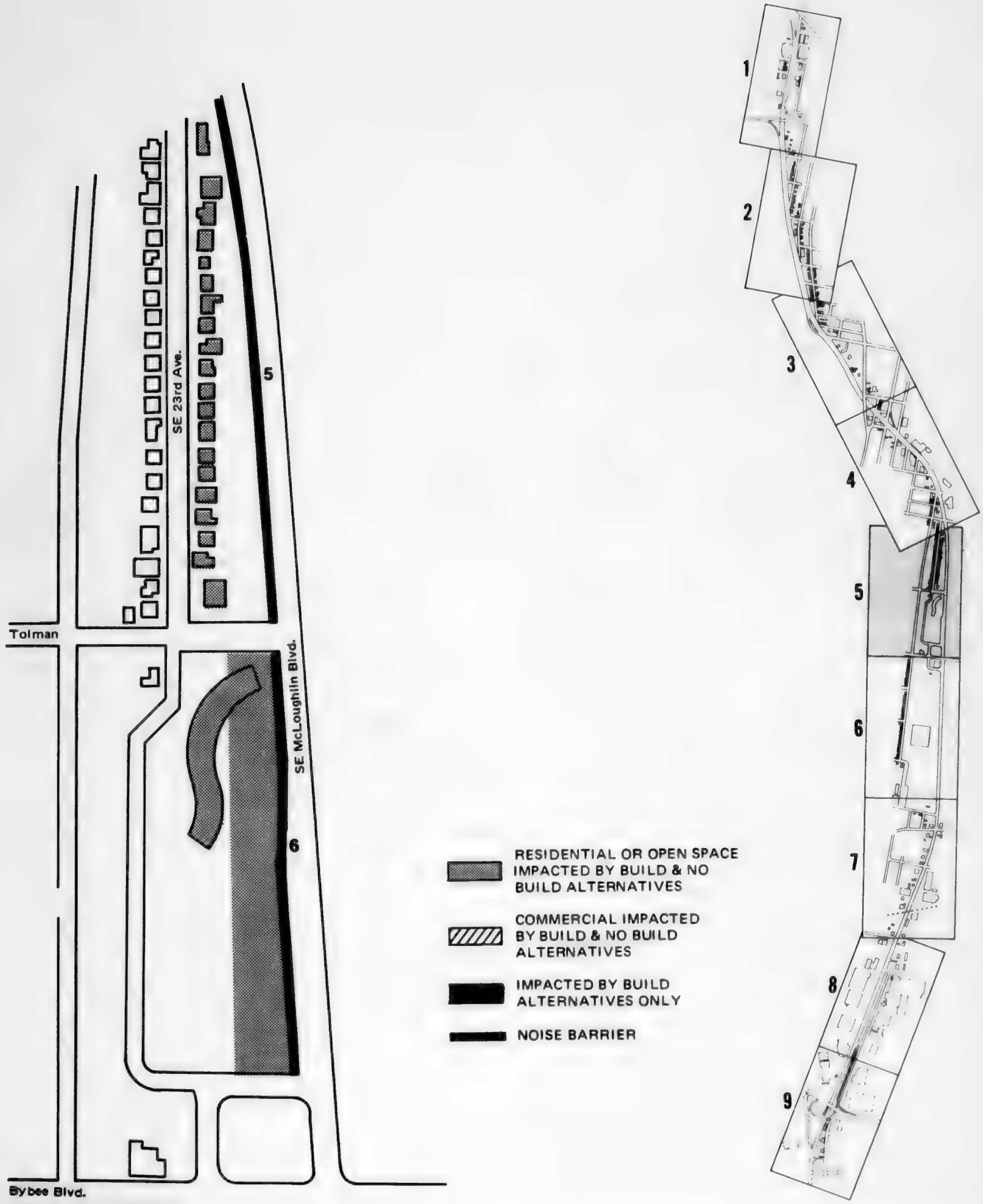
SE 23rd Ave.
5
Tolman
SE McLoughlin Blvd.
6
Bybee Blvd.
▨ RESIDENTIAL OR OPEN SPACE IMPACTED BY BUILD & NO BUILD ALTERNATIVES
▨ COMMERCIAL IMPACTED BY BUILD & NO BUILD ALTERNATIVES
■ IMPACTED BY BUILD ALTERNATIVES ONLY
▬ NOISE BARRIER
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FIGURE 19-6
NOISE IMPACTS

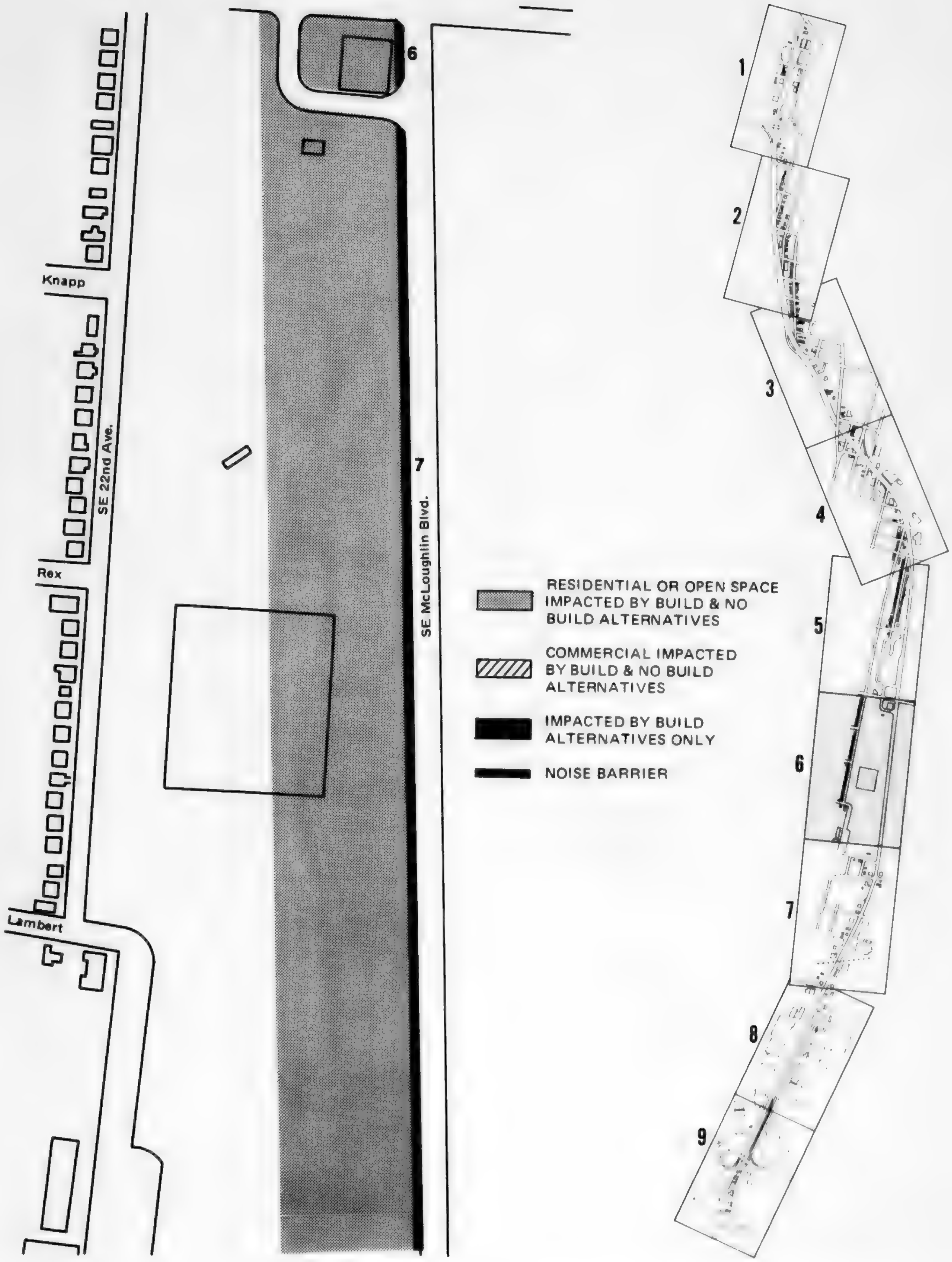
Knapp
Rex
Lambert
SE 22nd Ave.
SE McLoughlin Blvd.
6
7
▨ RESIDENTIAL OR OPEN SPACE IMPACTED BY BUILD & NO BUILD ALTERNATIVES
▨ COMMERCIAL IMPACTED BY BUILD & NO BUILD ALTERNATIVES
■ IMPACTED BY BUILD ALTERNATIVES ONLY
▬ NOISE BARRIER
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FIGURE 19-7
NOISE IMPACTS

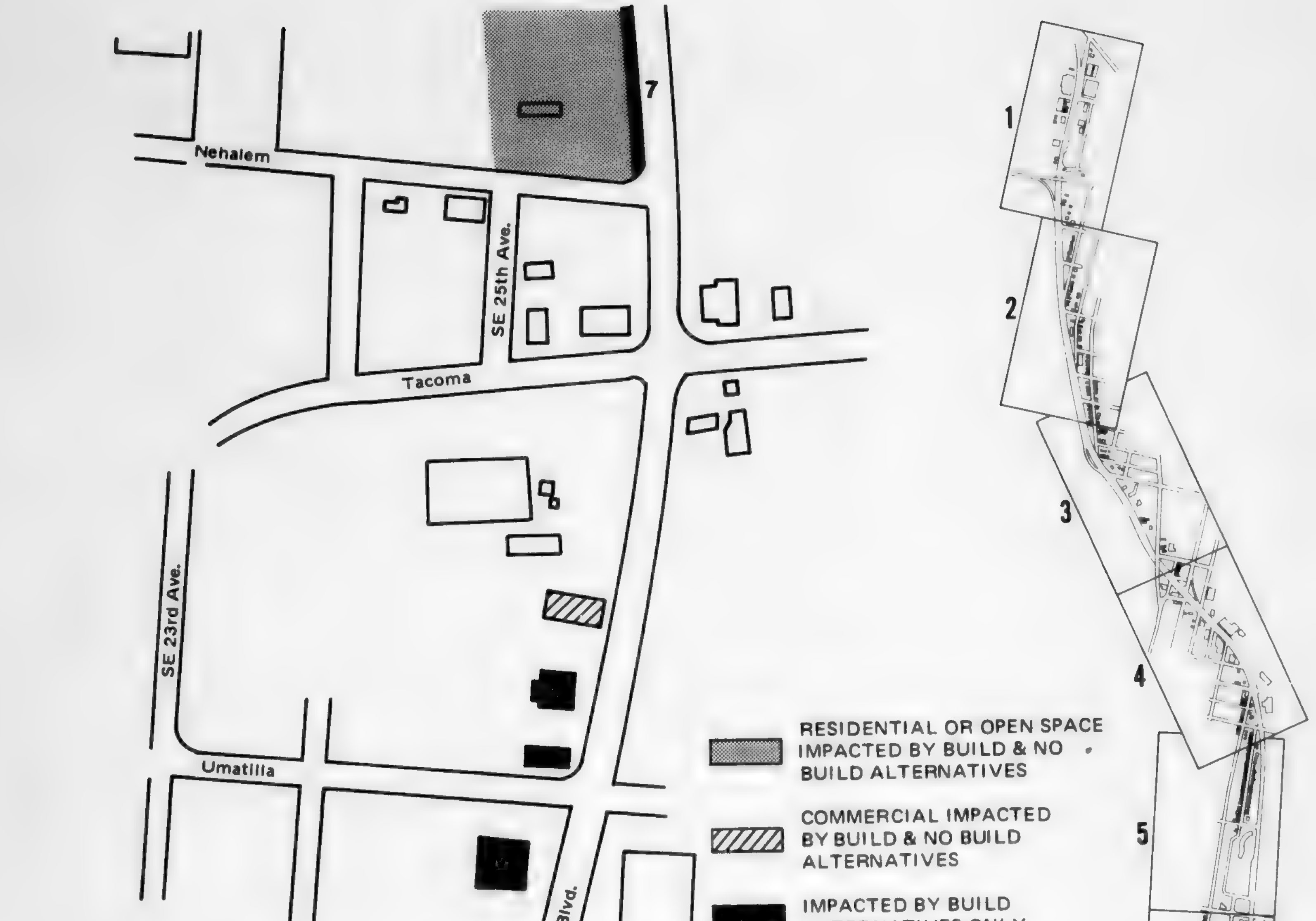
Nehalem
7
SE 25th Ave.
Tacoma
SE 23rd Ave.
Umatilla
SE McLoughlin Blvd.
Ochoco
RESIDENTIAL OR OPEN SPACE IMPACTED BY BUILD & NO BUILD ALTERNATIVES
COMMERCIAL IMPACTED BY BUILD & NO BUILD ALTERNATIVES
IMPACTED BY BUILD ALTERNATIVES ONLY
NOISE BARRIER
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FIGURE 19-8
NOISE IMPACTS

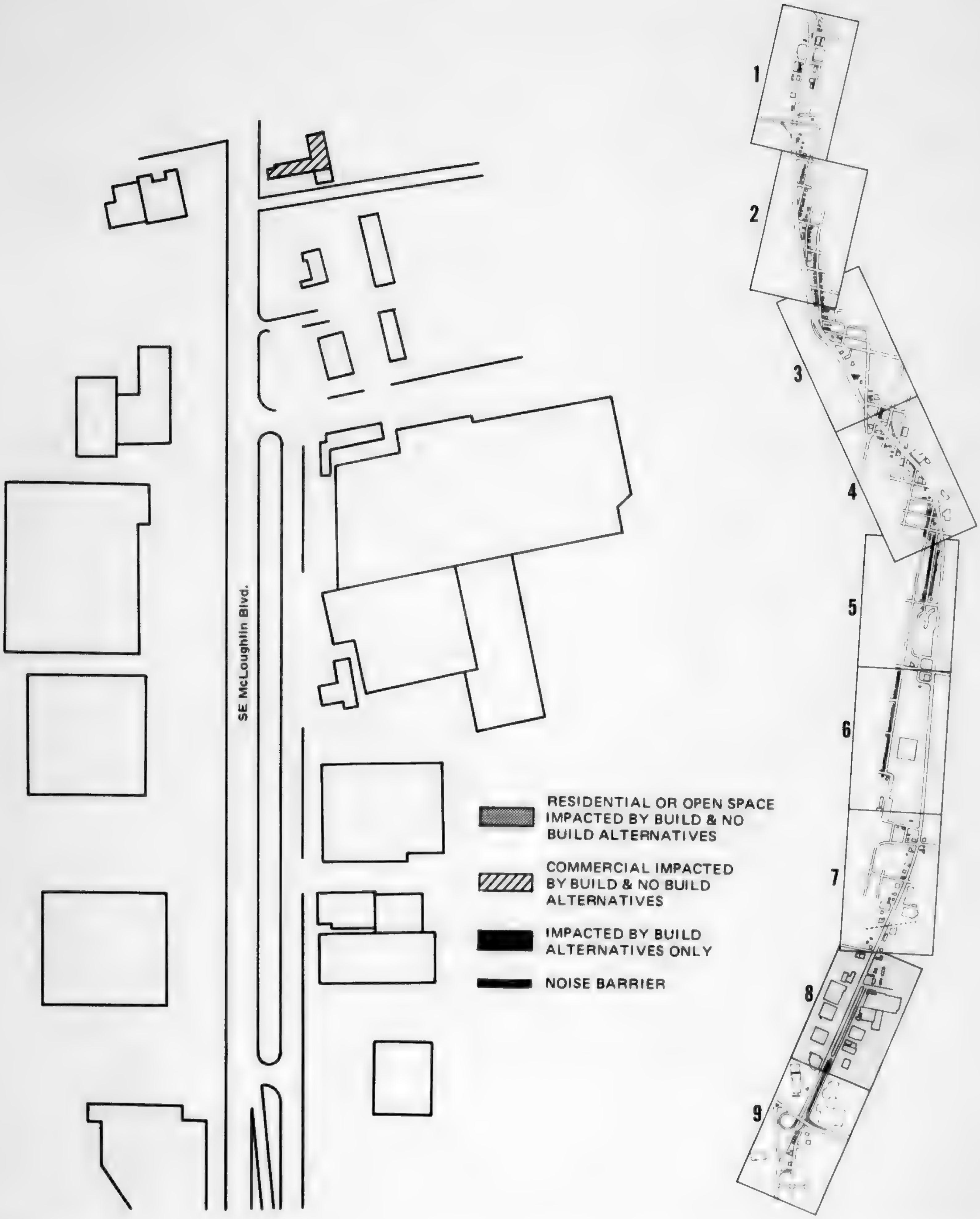
SE McLoughlin Blvd.
RESIDENTIAL OR OPEN SPACE IMPACTED BY BUILD & NO BUILD ALTERNATIVES
COMMERCIAL IMPACTED BY BUILD & NO BUILD ALTERNATIVES
IMPACTED BY BUILD ALTERNATIVES ONLY
NOISE BARRIER
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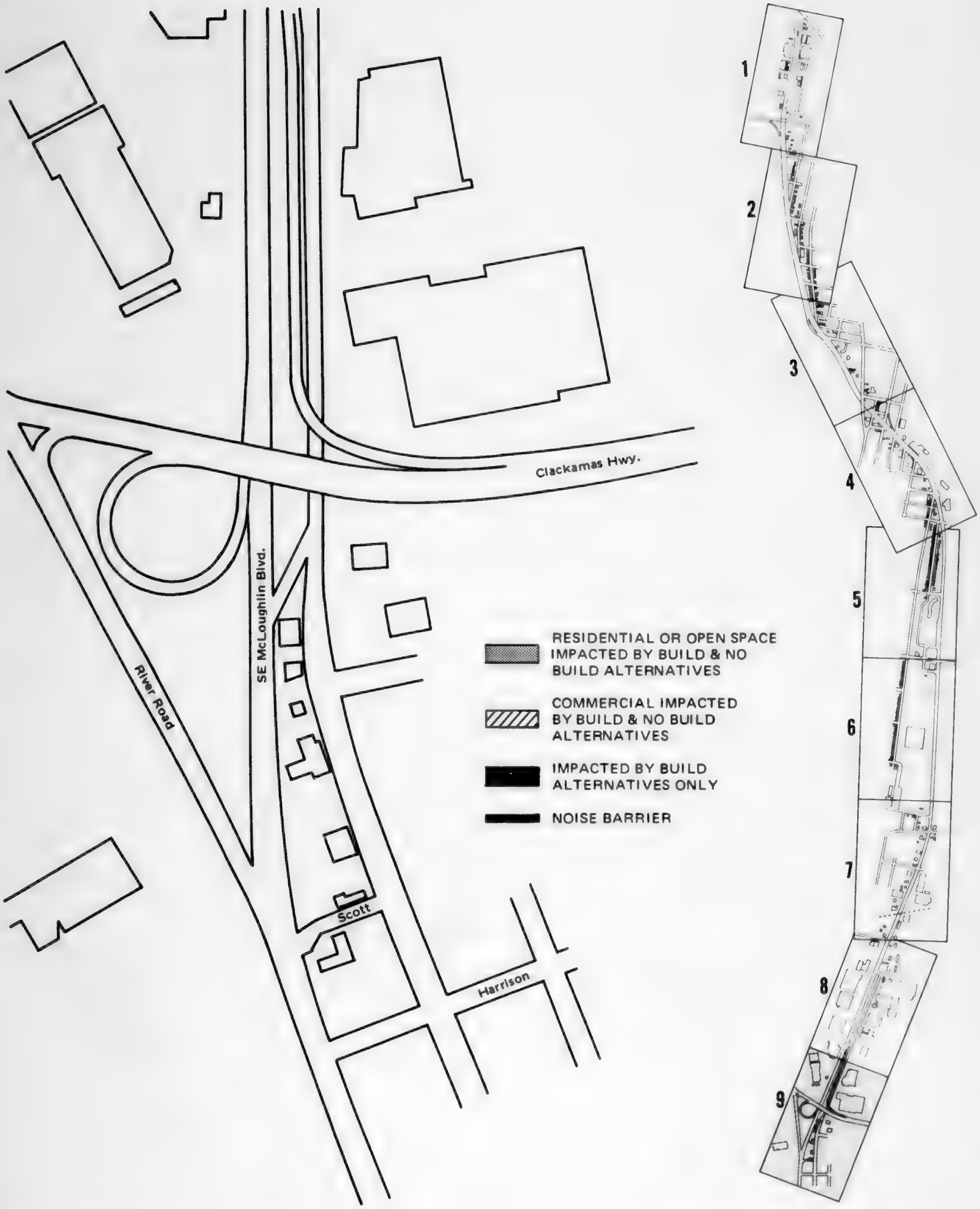
FIGURE 19-9
NOISE IMPACTS


Clackamas Hwy.
SE McLoughlin Blvd.
River Road
Scott
Harrison
1
2
3
4
5
6
7
8
9
▨ RESIDENTIAL OR OPEN SPACE IMPACTED BY BUILD & NO BUILD ALTERNATIVES
▨ COMMERCIAL IMPACTED BY BUILD & NO BUILD ALTERNATIVES
■ IMPACTED BY BUILD ALTERNATIVES ONLY
▬ NOISE BARRIER

APPENDIX H

ARCHITECTURAL DETAILS OF THE REGION 1 HIGHWAY BUILDING

CULTURAL PROPERTY INVENTORY
AND
REQUEST FOR A DETERMINATION OF ELIGIBILITY

OREGON DEPARTMENT OF TRANSPORTATION

1. NAME OF PROPERTY

COMMON
State Highway Division Region I Office

HISTORIC
State Highway Division Office and State Police Headquarters Building

2. LOCATION

STREET ADDRESS
9002 S.E. McLoughlin Boulevard

CITY
Milwaukie

COUNTY
Clackamas

STATE
Oregon

3. CLASSIFICATION

CATEGORY (CHECK ONE)

☐ DISTRICT
☐ SITE
☐ OBJECT
☒ BUILDING
☐ STRUCTURE

PRESENT USE (CHECK ONE OR MORE AS APPROPRIATE)

☐ AGRICULTURAL
☐ COMMERCIAL
☐ EDUCATIONAL
☐ ENTERTAINMENT
☒ GOVERNMENT
☐ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☐ PARK
☐ PRIVATE RESIDENCE
☐ RELIGIOUS
☐ SCIENTIFIC
☒ TRANSPORTATION
☐ OTHER (SPECIFY)

4. OWNERSHIP

☒ PUBLIC
☐ PRIVATE
☐ QUASI-PUBLIC

NAME AND ADDRESS OF OWNER
Oregon State Highway Division
State Transportation Building
Salem, OR 97310

5. AGENCY

AGENCY NAME
Oregon Department of Transportation/Federal Highway Administration

REGIONAL HEADQUARTERS (IF APPLICABLE)

STREET ADDRESS
412 Transportation Building

CITY
Salem

STATE
Oregon 97310

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY
None

DATE OF SURVEY

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

734-1803 (12-79)

7. DESCRIPTION

CONDITION (CHECK ONE)					
☐ EXCELLENT	☒ GOOD	☐ FAIR	☐ DETERIORATED	☐ RUINS	☐ UNEXPOSED

CHECK ONE		CHECK ONE	
☐ ALTERED	Essentially ☒ UNALTERED	☐ MOVED	☒ ORIGINAL SITE

DESCRIBE THE PRESENT AND ORIGINAL PHYSICAL APPEARANCE (IF KNOWN)

The State Highway Division Region I Office, built in 1938, is a 1½-story building with rustic exterior features. The plan of the building is basically U-shaped, with symmetrical wings and extensions. The west elevation includes a courtyard and the main entranceway. (See attached drawings of elevations/floor plans and photographs of exterior).

The exterior walls of the first floor are of masonry construction. The rough stone, quarried nearby at Rocky Butte, is in random ashlar bonds in broken courses. The windows in the building are double hung with six over six panes. The windows and doors on the first floor have rough sawed wood lintels inset in the stone. The bottom edge of the lintels is beveled in a decorative pattern. The exterior walls above the masonry are of frame construction and have horizonal cedar siding cut in an undulating or wavy pattern. (The siding on the second floor rear is straight edged and contrasts nicely with the other siding pattern). The gable ends overhang the masonry walls and have exposed wood corbels.

The main block of the building has a gabled roof (60° slope) and is intersected with cross gable roofs of the buildings wings and extensions. The roof line in the rear of the building is interrupted to allow a row of full rise windows on the second floor. Several small gable roofed dormers are on the front and side wings of the roof. The roof was originally cedar shingles with copper ridge, but has subsequently been covered with asphalt shingles. The gutters and downspouts are of copper. The eaves overhang the main walls. The roof rafters are exposed and ornately carved. A masonry chimney is located on the rear side of the roof.

A distinctive focus of the building is the decorative entranceway. Centered on the west elevation and approached through the courtyard, the entranceway contains a six-panel wood door surrounded by sidelights and transom. The small overporch has a curved roof, supported by stacked beams and curved rafters. In turn, two wrought iron brackets in a scroll pattern support the assembly. The wood beams and rafters have carved ends and decoratively beveled bottom edges. The porch steps and platform are stone masonry. (The recessed doors at the rear of the building are less ornate, but include similar glass panes, wood panels and transoms).

The interior floor plan includes numerous offices located off central corridors. The interior walls are lath and plaster, and the original dark stained wood molding and trim around doorways and windows exist.

With few exceptions, the building retains the integrity of the original construction. On the outside, fire escapes and window air conditioners have been added. A small remodel occurred on the north end. A portion of the undereaves attic space was converted into office space by pushing out a portion of the wall and ceiling. This portion of the building is partially hidden by the overhanging branches of a large oak tree. The interior is original except for minor redecorating features such as carpeting, ceiling tile and lighting.

(Continued)

7. DESCRIPTION (continued)

The building is surrounded by a spacious lawn and is landscaped with foundation plantings and several mature maple and oak trees. A stone lantern pedestal with ironwork lantern is at street side in front of the building and is an original feature. This building is the primary building in a complex which includes several storage buildings, garages, a newer office building, equipment storage lots and parking areas. Two of the rectangular storage buildings date from the original construction. However, these two buildings have been modified and are not considered architecturally unique, although they do echo a few of the architectural details of the main office.

8. SIGNIFICANCE / HISTORY

PERIOD (CHECK ONE OR MORE AS APPRIPRIATE)

☐ PRE-COLUMBIA
☐ 15th CENTURY
☐ 16th CENTURY
☐ 17th CENTURY
☐ 18th CENTURY
☐ 19th CENTURY
☒ 20th CENTURY

SPECIFIC DATES (IF APPLICABLE, IF KNOWN)
Constructed in 1938

BUILDER / ARCHITECT
Oregon State Highway Division

AREAS OF SIGNIFICANCE (CHECK ONE OR MORE AS APPLICABLE)

☐ ARCHEOLOGY-PREHISTORIC
☐ ARCHEOLOGY-HISTORIC
☐ AGRICULTURE
☒ ARCHITECTURE
☐ ART
☐ COMMERCE
☐ COMMUNICATIONS
☐ COMMUNITY PLANNING
☐ CONSERVATION
☐ ECONOMICS
☐ EDUCATION
☐ ENGINEERING
☐ EXPLORATION/SETTLEMENT
☐ INDUSTRY
☐ INVENTION
☐ LANDSCAPE ARCHITECTURE
☐ LAW
☐ LITERATURE
☐ MILITARY
☐ MUSIC
☐ PHILOSOPHY
☒ POLITICS/GOVERNMENT
☐ RELIGION
☐ SCIENCE
☐ SCULPTURE
☐ SOCIAL/HUMANITARIAN
☐ THEATER
☒ TRANSPORTATION
☐ OTHER (SPECIFY)
☐ ______

STATEMENT OF SIGNIFICANCE/HISTORY

This building is a well-preserved and notable example in Oregon of the Rustic or National Park style, an architectural style based on the Arts and Crafts ideal. This building exhibits the use and working of natural and native materials typical of the style.

The State Highway Division Office and State Police Headquarters Building was constructed under the auspices of the Oregon State Highway Commission and utilized Works Projects Administration (WPA) funding and manpower. The building was designed to provide office space for Highway Division engineers, support staff, and State Police for the Portland area. Total cost of the property, building, landscaping and associated outbuildings was $118,287, $78,541 being WPA funds and the remainder state monies.

Numerous WPA funded state structures were built in Oregon, but most in the Rustic style were of log and frame construction and were small and subsidiary to primary buildings. Other important examples of state owned buildings in the Rustic style include the bathhouse at Jessie M. Honeyman State Park and the lodge at Silver Falls State Park. In style, the State Highway Division Office is related to Timberline Lodge on Mt. Hood, the highest expression of the National Park style, which was built by the U.S. Forest Service under WPA auspices between 1936 and 1938. However, in terms of function and scale, the Highway Division Office is more closely akin to the Oregon State Forester's Office in Salem, which was completed in 1938 from a design provided from the U.S. Forest Service.

The building was designed by members of the Bridge Section, Oregon State Highway Division. Glen S. Paxson was the Acting State Bridge Engineer at the time the office was designed and constructed. It is unknown whether the building was of original design or adapted from standardized or suggested plans from the WPA. (The Bridge Section has traditionally contained architectural engineers and has designed transportation related buildings for the State Highway Division).

9. BIBLIOGRAPHICAL REFERENCE

Oregon State Highway Division. Twelfth Biennial Report (July 1, 1934 to June 30, 1936). Salem, Oregon. State Printing Department.

__________. Thirteenth Biennial Report (July 1, 1936 to June 30, 1938). Salem, Oregon. State Printing Department.

__________. Fourteenth Biennial Report (July 1, 1938 to June 30, 1940). Salem, Oregon. State Printing Department.

Oregon State Highway Division. Bridge Section files.

Vaughan, Thomas and Virginia Guest Ferriday (editors). Space, Style and Structure-Building in Northwest America. Portland, Oregon. Oregon Historical Society. 1974.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY							OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES					
CORNER	LATITUDE			LONGITUDE				LATITUDE			LONGITUDE		
	DEGREES	MINUTES	SECONDS	DEGREES	MINUTES	SECONDS		DEGREES	MINUTES	SECONDS	DEGREES	MINUTES	SECONDS
NW	°	'	"	°	'	"		45 °	27 '	29 "	122 °	38 '	18 "
NE	°	'	"	°	'	"							
SE	°	'	"	°	'	"							
SW	°	'	"	°	'	"							

APPROXIMATE ACREAGE OF PROPERTY
total lot area is 3.98 acres; portion with this building is 1.34 acres

ATTACH MAP (U.S.G.S. QUAD) AND/OR LOCATION DIAGRAM

11. PHOTOGRAPHS

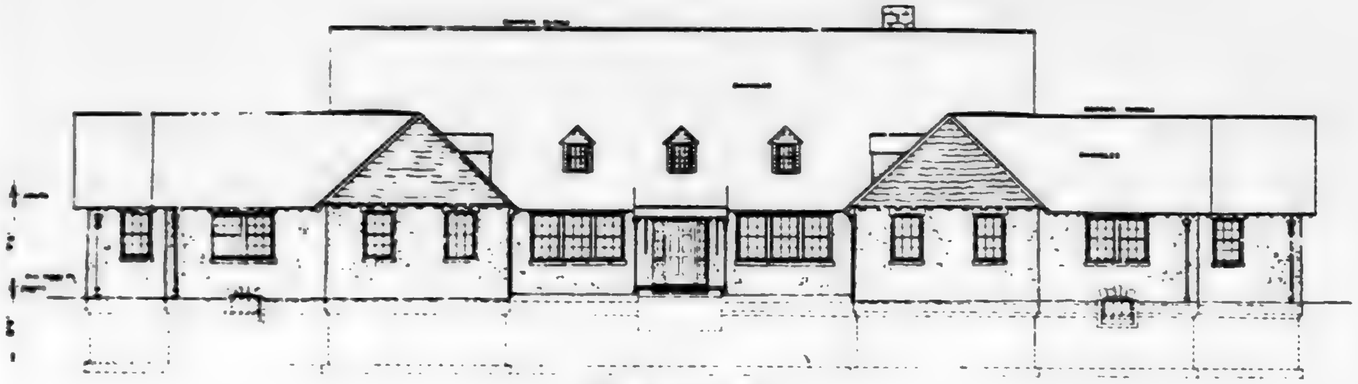
ATTACH
Yes

12. FORM PREPARED BY

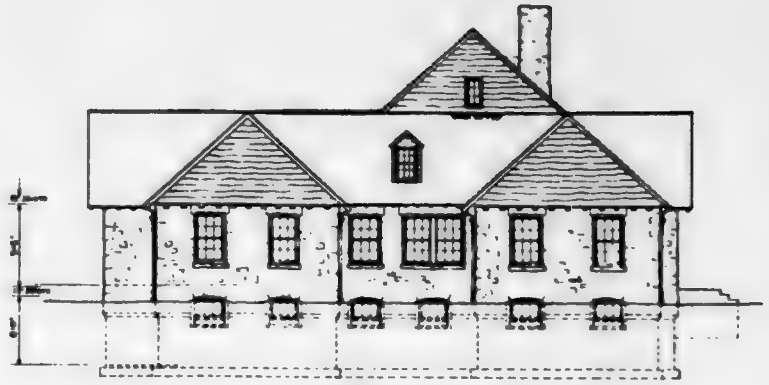
NAME AND TITLE Katherine Kubick, Environmental Specialist	DATE October 1981
AGENCY Environmental Section, Department of Transportation	
STREET ADDRESS 412 Transportation Building	TELEPHONE 378-8511
CITY Salem	STATE Oregon 97310

RECORD OF COORDINATION-ODOT

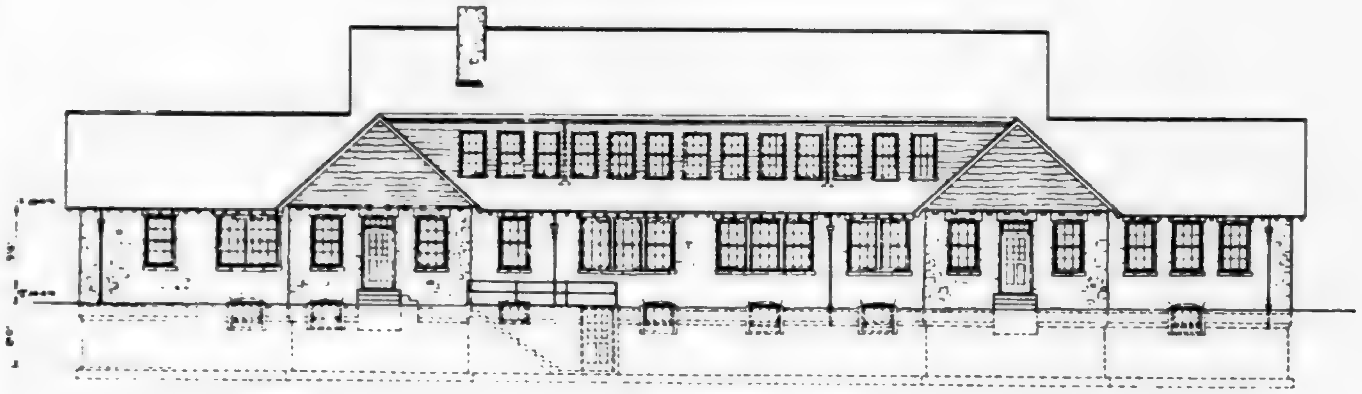
9-23-81 Meeting with Elisabeth Potter, State Historic Preservation Office.



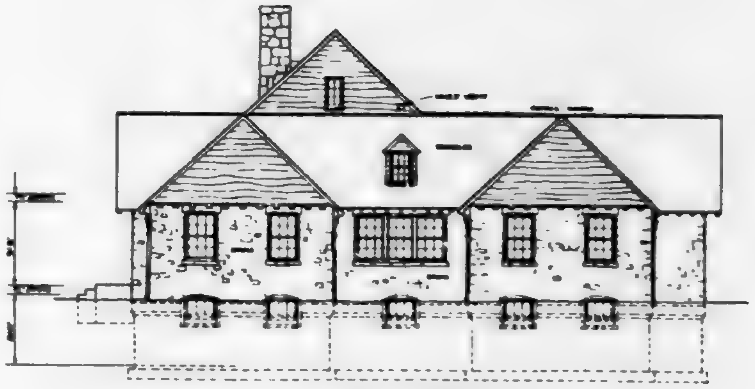
FRONT ELEVATION (WEST)
SCALE ⅛" = 1'-0"



SIDE ELEVATION (SOUTH)
SCALE ⅛" = 1'-0"



REAR ELEVATION (EAST)
SCALE ⅛" = 1'-0"



SIDE ELEVATION (NORTH)
SCALE ⅛" = 1'-0"

NOTE
SEE LARGE SCALE AND FULL SIZE
DRAWINGS FOR ALL MEASUREMENTS
SIZES AND DETAILS OF EVERY PART

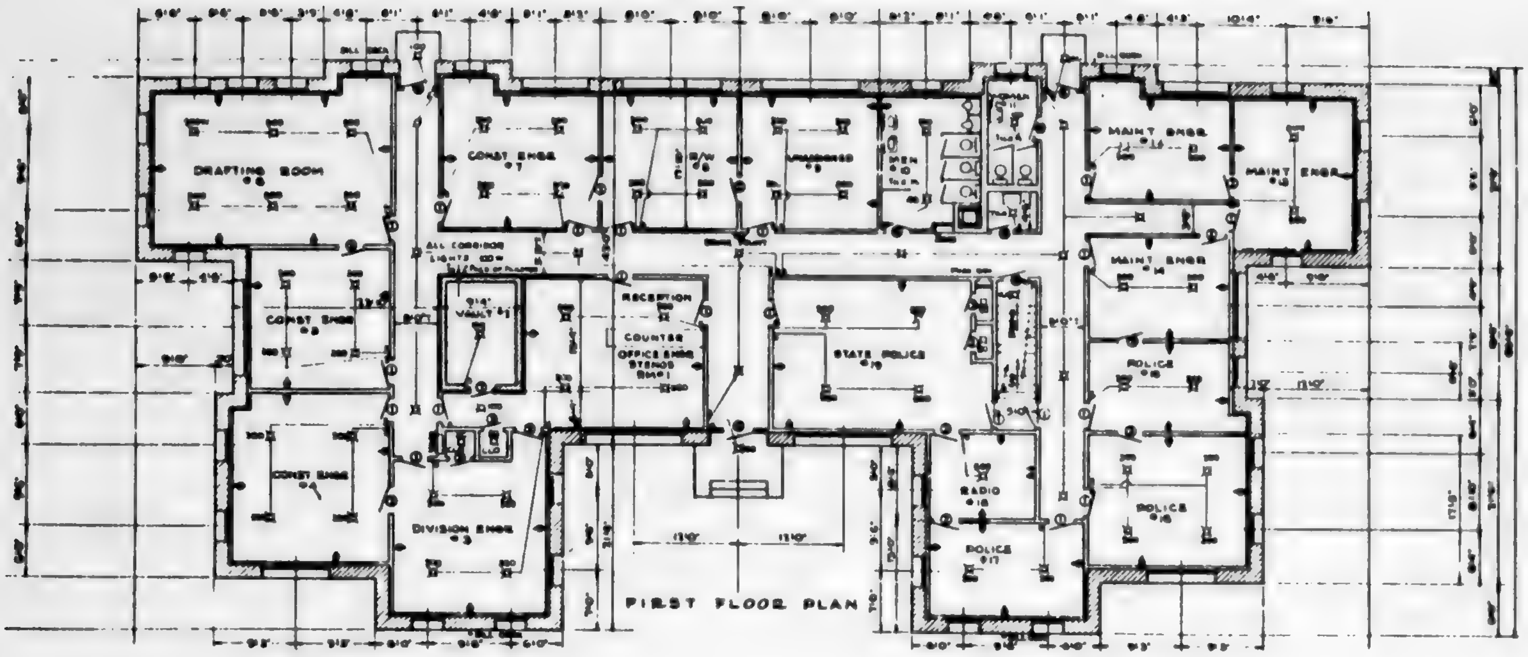
OREGON
STATE HIGHWAY COMMISSION
DIVISION OFFICE
NEAR
PORTLAND-CLACKAMAS CO.
ELEVATIONS

Revised Jan 11,1938 - Vault Vent

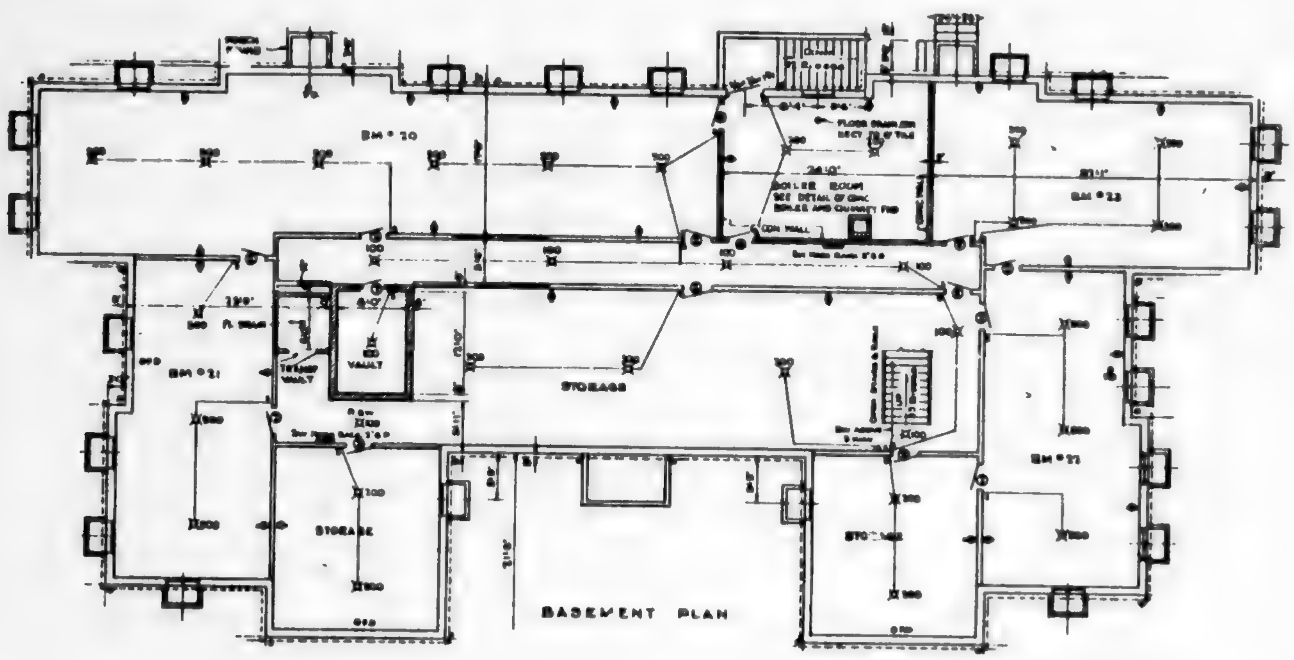
Approved

Bridge Engineer

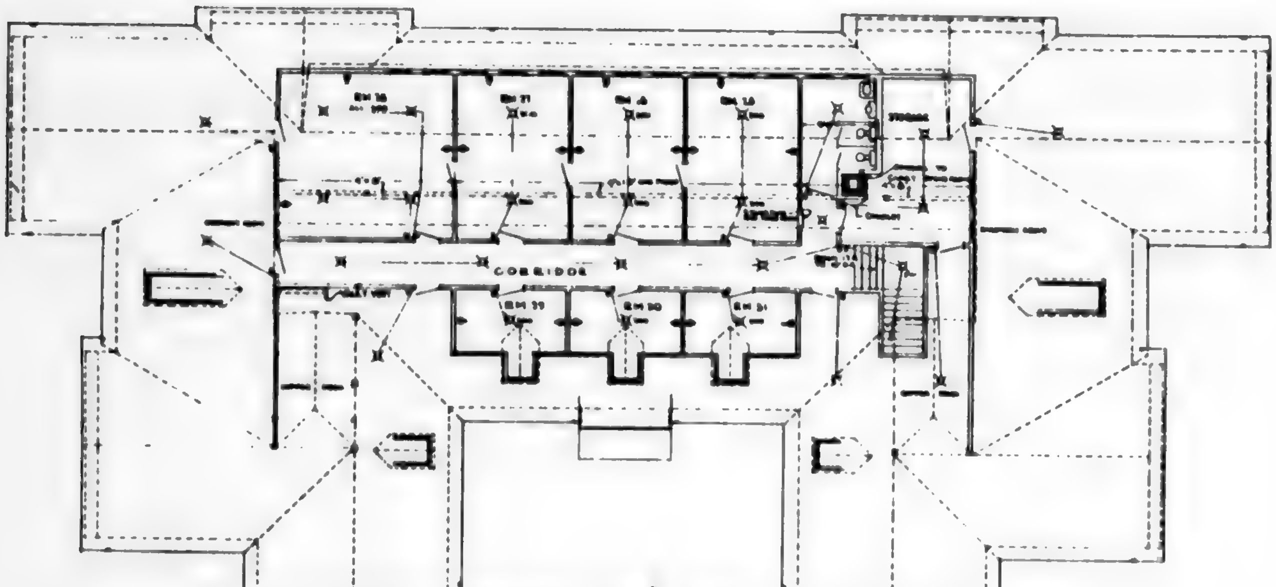
SCALE AS NOTED	DRAWN BY F.G.H.	SHEET OF
DEC 10,1937	TRACED BY C.C.S.	JOB NO 2317
CALC BK NO.	CHECKED BY	DRAWING NO 6442


DRAFTING ROOM
CONST ENGR
CONST ENGR
CONST ENGR
DIVISION ENGR
VAULT
ALL CORRIDOR LIGHTS
RECEPTION
COUNTER
OFFICE ENGR STENOS
STATE POLICE
MEN
MAINT ENGR
MAINT ENGR
MAINT ENGR
POLICE
POLICE
RADIO
POLICE

FIRST FLOOR PLAN


RM 20
BOILER ROOM
SEE DETAIL OF CONC. BOILER AND CHIMNEY FND
FLOOR DRAIN
CON. WALL
RM 22
RM 21
VAULT
STORAGE
STORAGE
STORAGE
RM 21

BASEMENT PLAN


CORRIDOR
STORAGE
RM 29
RM 30
RM 31

SECOND FLOOR PLAN

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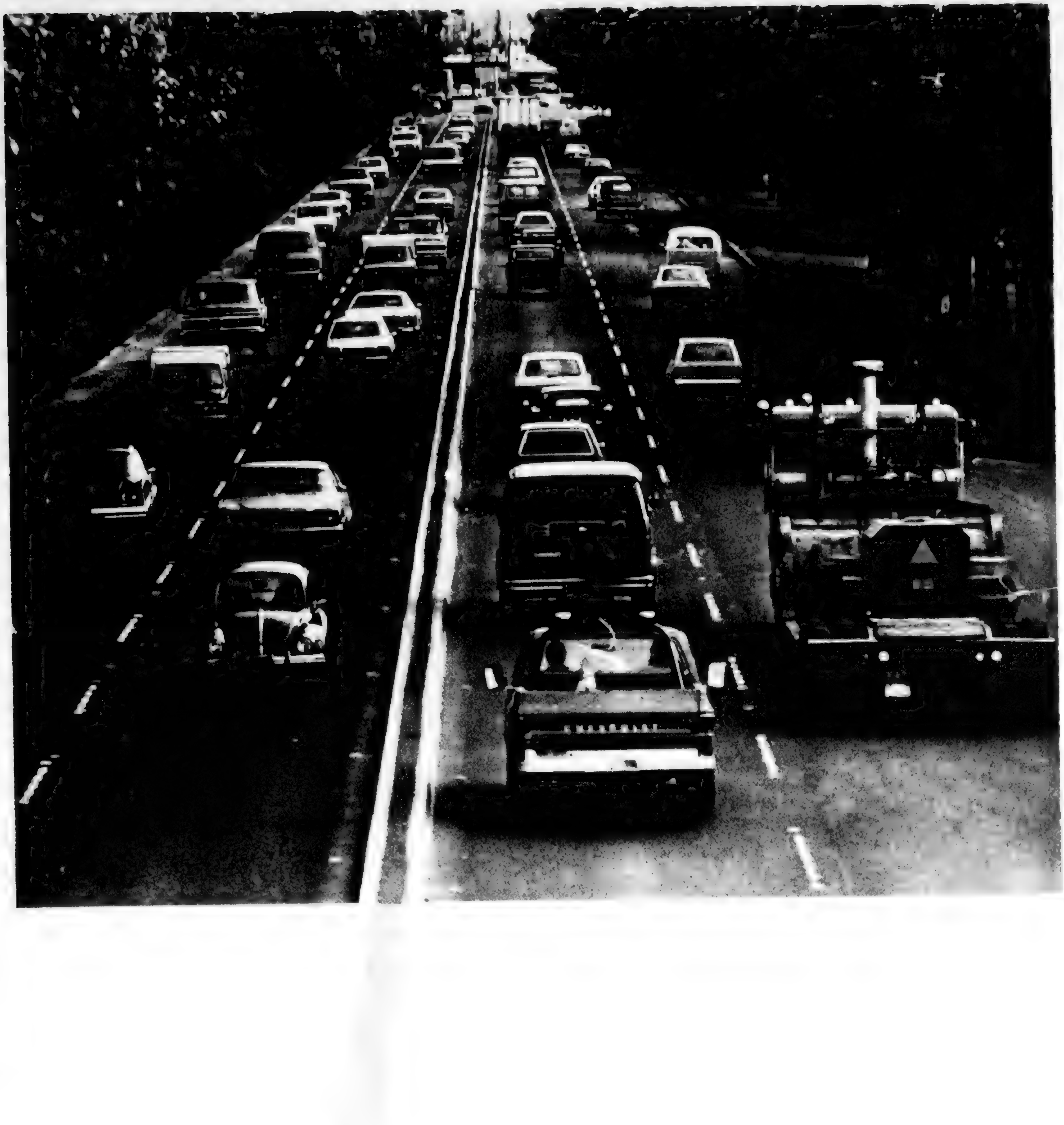

1983 Milwaukie-Oregon City 9708
Sec., Pacific Hwy. E. (McLoughlin
Blvd.) (Grad., pav., and signals) #2

970K 5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 31, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00092
Project No. IX-26(20)
Ross Island Bridge-Clackamas Hwy. Section
Clackamas & Multnomah Counties

I request your approval of a minor program change to extend the northerly limits to the north 0.06 mile to the Union/Grand Ave. viaduct and extend the southerly limits to the south 0.20 mile to S.E. River Road which will require modifications to the program data as follows:

1) Project Location ----- Change to read "Union/Grand Ave. Viaduct-S.E. River Rd."
2) Miles ---------------- Change to read "4.35".
3) Name ----------------- Change to read "Union/Grand Ave. Viaduct-S.E. River Rd. Section".

This requested program change will not require an increase in estimated total cost or federal funds on the project.

CL:bkc

cc: E. Mershon
B. Gifford
G. Zehner
General Files

Form 734-3122

4751

5

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

12 - 31 - 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-26(20)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Clackamas &
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00092

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
12/31/81

8. FEDERAL ROUTE NUMBER
Primary 26

9. STATE ROUTE NUMBER
Primary 1 E

10. GENERAL LOCATION:
Union/Grand Avenue Viaduct - SE River Road

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 12/31/81 I approve the requested program change as follows:

1) Project Location ----- Change to read "Union/Grand Ave. Viaduct-S.E. River Rd."
2) Miles ---------------- Change to read "4.35".
3) Name ----------------- Change to read "Union/Grand Ave. Viaduct-S.E. River Rd. Section".

RECEIVED
STATE HWY ENGR
JAN 11 '82
REFER TO Meeting
FOR
Info | Inves | R/D | D R | Sem | Act | File

orig
1-11-82

14. DATE
12/31/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

~~[illegible]~~ [illegible]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter, Asst. State Highway Eng.
J. H. Versteeg, Head of Engineering
R. N. Bothman, Region Engineer, Metro
G. A. Potter, Manager, Environmental Section

DATE: October 8, 1981

From: Tony
Anthony J. George, Engineering Coordinator
Environmental Section

Subject: Noise Mitigation
Union/Grand Viaduct - S. E. River Road
McLoughlin Boulevard
Multnomah County

comments below ?

1 Versteeg ✓
Anderson
Christensen
2 Olson [illegible]
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 8 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up __/__/__
Action

Per your request, we have revised the subject noise study report in the attempt to make it more clear and concise. The Revised Noise Report is attached. The Noise Impacts section has been combined with the Noise Mitigation section. Each noise barrier is discussed separately and key project sections are shown on individual maps. In the future, I intend to make further changes in the overall report format which should improve readability. For instance, reports will have a summary at the front and other technical data will be incorporated in an Appendix.

As you will read in the report, eight noise barriers were investigated for feasibility. Of these, we feel that three barriers (Barriers 6, 7, and 8--Westmoreland Park, tennis court, and Westmoreland Union Manor) can be rejected as impractical. Our reasoning is documented in the report on pages 15, and 16. As for the other five barriers, our present recommendation is that all five barriers (Barriers 1-5) be proposed for construction. Barrier 1 has a high cost per unit mitigated ($17,500), but also a high acoustic effectiveness (12-16 dBA) and therefore a relatively low cost of $1,250/dBA/d.u. It is acknowledged that the apartment units to be mitigated are in an industrial zoned area, however, the apartment building is presently occupied and without additional input from local officials, the public and the apartment owner, a build recommendation is appropriate (see page 7). If the apartment building were to be torn down in the future, the noise barrier could be dismantled and reused on other projects.

The remaining four barriers (Barriers 2-5) have a moderate cost per unit mitigated ($9,000-11,000) but are less effective acoustically. Barrier 5 is moderately cost effective at $1,600/dBA/d.u. Without local input to the contrary, we would normally recommend this barrier. On the other hand, Barriers 2, 3, and 4 have a slightly higher cost ($2,300, $2,900 and $2,500/dBA/d.u., respectively). We would normally not recommend these barriers for this reason. However, in this case, the public would not understand why some barriers were recommended and others not, when they all have very similar cost per unit mitigated. Therefore, without additional input from local officials and the public, a build recommendation is appropriate for all five barriers.

No perceptible increase due to project. [illegible]
Attenuation could be added [illegible]
Cost per dwelling ~ $9,000-17,000 [illegible] received —
area would be inappropriate — [illegible]
Mosaic [illegible]

Please let me know if you concur in our recommendation. If you do not, provide us with a description of your decision documenting the reasons why a noise barrier should or should not be built. We will then revise the noise study report and forward it to the Project Manager for completion of the EIS.

Thank you.

AJG:ct

Attachment

DEIS NOISE STUDY REPORT

Union-Grand Viaduct-S.E. River Road
McLoughlin Boulevard
Multnomah County

Prepared by:

Oregon Department of Transportation
Tim H. Thex, Sr. Environmental Engineer
Anthony J. George, Jr., Environmental Engineering Coordinator
Environmental Section
Technical Services Branch

October 1981

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Union-Grand Viaduct-S.E. River Road
McLoughlin Boulevard
Multnomah County

PROJECT DESCRIPTION

The proposed project consists of improvements to McLoughlin Boulevard in southeast Portland. The project purposes are (1) to relieve traffic congestion on McLoughlin Boulevard, (2) to remove through traffic from the neighborhoods, (3) to increase transit usage, and (4) to allow for future conversions to light rail.

Three Build alternatives, as well as a No-Build alternative were studied. Included in each of the Build alternatives is an option for Tacoma Street to cross over McLoughlin Boulevard via a new structure. A brief description of the three Build alternatives follows. Typical sections are shown in Figure 12. A more detailed description of the alternatives is given in the draft environmental impact statement (DEIS).

Alternative 1 - Alternative 1 adds two mixed traffic lanes for a total of three lanes both northbound and southbound throughout the length of the project. Alternative 1 also adds an exclusive H.O.V. lane between Ochoco Street and the Ross Island Bridge. North of Reedway Street the H.O.V. lanes is reversible during the peak traffic hours. South of Reedway Street the H.O.V. lanes are added on each side of the median area. Median bus transfer stations are provided at Harold, Bybee, and Tacoma Streets. A side transfer station is provided at 17th Avenue.

Alternative 2 - Alternative 2 is essentially the same design as Alternative 1 except that the bus transfer stations will be at the side of the roadway rather than in the median.

Alternative 3 - Alternative 3 adds two mixed traffic lanes for a total of six mixed traffic lanes throughout the project. A reversible H.O.V. lane is proposed north of Reedway Street. This alternative is a lower cost alternative to solve the immediate congestion and capacity problem on McLoughlin Boulevard while still preserving the option of H.O.V. lanes or lightrail in the future. Alternative 3 does not include bus transfer stations.

LAND USE

Existing land use in the project section is a mixture of industrial, commercial, residential, and open space. Figure 13 shows specific land uses in greater detail.

Most of the manufacturing and industrial uses are concentrated in three areas of the project. These areas are: (1) From the Union-Grand Viaduct south to Powell Boulevard, (2) from 17th Avenue south to Reedway Street, and (3) from Tacoma Street south to River Road. In addition, Ross Island Sand and Gravel occupies most of the land between Powell and Holgate Boulevards on the west side of McLoughlin Boulevard.

Commercial use in the vicinity of the project is basically strip commercial concentrated along Powell Boulevard, Milwaukie Avenue, and 17th Avenues. Most commercial use abutting McLoughlin Boulevard is from Holgate Boulevard to Reedway Street, and south of Nehalem Street.

Residential land use is predominant on the east side of McLoughlin Boulevard between Holgate and Powell Boulevards. There is also a large amount of residential land use between Bybee Boulevard and 17th Avenue on the west side of McLoughlin Boulevard. Westmoreland Union Manor, a seven story privately owned retirement apartment building, is located in this area.

Among the most significant public/semi-public land uses along McLoughlin Boulevard are Westmoreland Park and Eastmoreland Golf Course, located between

Tacoma Street and Bybee Boulevard. The OLCC (Oregon Liquor Control Commission) and the State Highway Region offices (both public uses) are also located within the project limits, south of Tacoma Street. Vacant property is scattered throughout the project vicinity.

METHODOLOGY

This analysis was conducted in conformance with FHPM 7-7-3. "Procedures for Abatement of Highway Traffic Noise and Construction Noise," FHPM 7-7-3 is the standard developed by FHWA (Federal Highway Administration) to evaluate and mitigate traffic noise impacts associated with highway projects. The directive contains FHWA design noise levels, which refer to the upper limit of acceptable traffic noise levels for various activities and land uses. Table 1 shows the various FHWA activity categories and their respective FHWA design noise levels.

The degree of impact of traffic noise on human activities was determined by comparing predicted noise levels to FHWA design noise levels. Outdoor activity areas were first evaluated for impacts by comparing predicted noise levels to FHWA Activity Category B design noise levels (Leq 67 dBA). Areas of regular human use exceeding Leq 67 dBA were considered to be impacted.

In instances where receptors did not have an outside activity area which received regular use, individual residential structures were evaluated for interior noise impacts by comparing predicted noise levels to interior FHWA design noise levels for Activity Category E (Leq 52 dBA). A noise reduction factor of 10 dBA between exterior and interior noise levels was assumed for wood frame residences with the windows open. Using this criteria, a predicted noise level of Leq 62 dBA or above at the exterior of the structure would exceed FHWA design noise levels and therefore constitute an impact.

Commercial and industrial establishments were assessed for noise impacts by comparing predicted noise levels at the exterior of the structure to the FHWA design noise level for Activity Category C (Leq 72 dBA).

A significant increase criteria was also used to determine the noise impact of the proposed facility. A noise increase of 10 dBA over existing noise levels is considered to be an impact. However, no areas on the project were predicted to be exposed to a significant increase in noise levels.

Noise measurements were taken to quantify existing noise levels. Future noise levels were predicted by utilizing two computerized versions of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108); SNAP 1.0 (FHWA-RD-78-139), and STAMINA 1.0 (FHWA-RD-78-138). The model was validated by comparing existing noise measurements to predicted noise levels which were modeled using actual traffic conditions occuring during the measurements. The results of the validation are given in the EXISTING NOISE MEASUREMENTS section of this report.

The noise descriptor used on this project was the Leq, which is the average hourly sound level. The Leq noise level contains the same acoustic energy as the time varying sound level. The FHWA classification for this project is 1-B (uncontrolled access).

TRAFFIC

Traffic data was developed by the Oregon Department of Transportation. Table 2 contains the traffic data for all links used in the noise analysis. The traffic volumes in Table 2 represent the theoretical peak noise hour, which is a combination of the "worst noise case" automotive volume coupled with the peak truck hour truck volume as per FHPM 7-7-3.

EXISTING NOISE MEASUREMENTS

Existing noise levels were measured on the proposed project in May of 1981. The measurement instruments used meet the requirements set forth in ANSI Standard S1.4-1971, as specified in FHPM 7-7-3. The measurements were recorded using a NAGRA IV-S tape recorder in conjunction with a B & K Type I sound level meter, Model 2209.

The noise measurements were taken both to quantify the existing noise environment on the project and to validate the FHWA noise model which was used for future noise level predictions. During the noise measurements, traffic volumes were counted.

After the measurements, the data was modeled to test the agreement between the FHWA noise model and the actual noise measurement. Traffic speeds estimated from existing data were used in this portion of the analysis. At all the measurement sites, there was close agreement between the measured noise levels and the predicted noise levels produced by both the SNAP 1.0 and STAMINA 1.0 versions of the FHWA noise model. Therefore, no adjustments to either model were made, and both models were considered satisfactory for use in future predictions. Table 3 shows the results of the comparisons. The locations of the nosie measurement sites are shown in Figure 13.

The acoustic environment of the proposed project is dominated by traffic noise from McLoughlin Boulevard. Major intersecting streets such as Holgate Avenue and 17th Avenue contribute partially to the total traffic noise.

The front row structures along McLoughlin Boulevard are the most severly impacted by traffic noise. The front row structures are responsible for shielding 3 to 5 dBA from the second and third row structures.

FUTURE NOISE LEVELS (NOISE CONTOUR DISTANCES)

Year 2000 unshielded noise contour distances were calculated for all the project alternatives. Unshielded noise contours represent the maximum distance from the roadway at which FHWA design noise levels will be exceeded. In order to analyze all the different types of land uses on the project, the Leq 72 dBA, Leq 67 dBA, and Leq 62 dBA noise contours were all calculated. Commercial receptors beyond the Leq 72 dBA noise contour are not considered to be impacted. Receptors beyond the Leq 67 dBA noise contour are not considered to be impacted by exterior traffic noise. Receptors beyond the Leq 62 dBA noise contour are not considered to be impacted by traffic noise in the interior of the building. The noise contour distances are summarized for different segments of the projects in Table 4.

The primary purpose of the unshielded noise contours is to identify areas of potential traffic noise impact. Identification of these areas aids in land use planning so that, in the future, noise sensitive properties are not constructed where land use conflicts with highway noise levels. The unshielded noise contours represent "worst case" conditions and do not take into account noise reduction due to shielding by terrain or structures.

Actual noise impacts, after shielding and other factors have been considered, are detailed in the following section of this report.

TRAFFIC NOISE IMPACTS AND MITIGATION

To provide a more detailed discussion of noise impacts and mitigation, the project area was divided into sections, with noise impacts and mitigation discussed separately for each section. The general discussion of noise mitigation as applied to all sections is contained in Appendix A. Of the many noise mitigation methods investigated, the use of freestanding noise barriers was the only method considered for further study and evaluation. The following discussion documents the project impacts associated with each alternative within each section, the evaluation of noise barriers in those areas where barriers are feasible, and the recommended decision on each barrier.

Union-Grand Viaduct-Powell Section

Noise levels in this section are predicted to exceed FHWA design noise levels with both the Build and No-Build alternatives at eight commercial structures and one residential structure (see Figure 1). The residential structure is a four unit wood frame apartment building located at the corner of McLoughlin Boulevard and S.E. Division Place. Noise levels at the exterior of both the first and second floors of the apartment building are predicted to reach Leq 77 dBA with both the Build and No-Build alternatives. Since there is no outside activity area at the apartments, the FHWA interior design noise level of Leq 52 dBA applies. By utilizing the FHWA inside-outside noise reduction factor of 10 dBA for this wood frame structure, interior noise levels are predicted to be Leq 67 dBA with the windows open, thereby exceeding the FHWA standards. The commercial structures shown as impacted on Figure 1 will be exposed to noise levels exceeding the FHWA design noise level of Leq 72 dBA for this type of land use activity.

The only location in this section where a noise barrier was feasible was at the four unit apartment building at the corner of McLoughlin Boulevard and Division Place (Barrier 1, Figure 1). An 8-foot high 250 foot long lightweight prefabricated wall located on the Union-Grand viaduct structure would be required to reduce noise levels below FHWA design noise levels.

The area around the apartment building is heavily industrialized (Zoned M-2, general manufacturing), and it is possible that the apartments could be removed to make way for more industrial development. It is also possible that the visibility of business advertising could be blocked by the barrier. However, in spite of these negative aspects, the barrier would attain FHWA design noise levels at the apartments for as long as they remained in residential use. The benefit of a 12-16 dBA noise reduction at 4 dwelling

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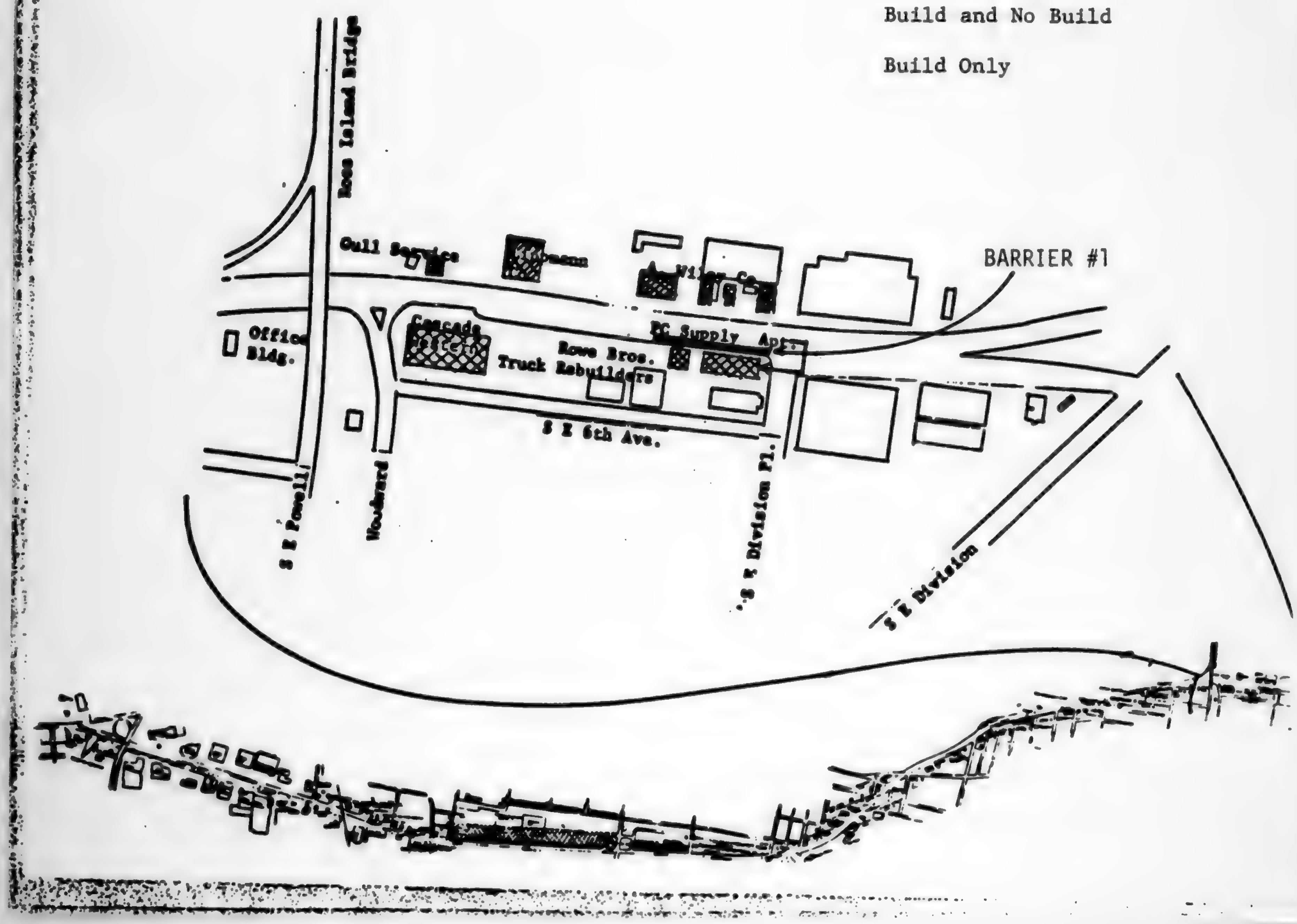
FIGURE 1 Union/Grand-Powell Section

BARRIER COSTS AND NOISE CHARACTERISTICS

Barrier	Location	Type	Length	Height	Year 2000 Leq Level(dBA) No Build	Build	Build w/ Mitigation	dBA Reduction	Property Mitigated	Total Cost	Cost per Dwellling Unit	Cost per dBA per Dwelling Unit	Rec menc
1	865+95 to 868+45 Rt.	Prefabricated Wall	250'	8'	77	77	61-65	12-16	4 Dwelling Units	$ 70,000	$17,500	$1,250	Y

Commercial properties exceed FHWA design noise levels of Leq 72 dBA. Apartment at McLoughlin and Division Place exceeds FHWA interior design noise levels. Residential properties south of Powell Boulevard exceed FHWA interior design noise levels.


Build and No Build
Build Only
Ross Island Bridge
BARRIER #1
Gull Service
Widmann
A. Wilson Co.
Office Bldg.
Cascade Steel
PC Supply
Apt.
Rowe Bros. Truck Rebuilders
S E 6th Ave.
S E Powell
Woodward
S E Division Pl.
S E Division

units is judged to outweigh the estimated $70,000 construction cost. Also, if the apartment building was removed, the noise barrier could be dismantled and reused on other projects. For these reasons, Barrier 1 is recommended for construction.

Powell-Holgate Section

Noise levels in this section are predicted to exceed FHWA design noise levels with both the Build and No-Build alternatives at two commercial structures and 53 residential structures (see Figure 2). Noise levels are predicted to exceed FHWA interior design noise levels at thirty-four of the residential structures. The other 19 impacted residential structures have impacted exterior activity areas adjacent to the roadway so the FHWA exterior design noise levels apply.

The two impacted commercial properties in this section are the CB Optical Laboratory and a building which contains an engineering firm and an insurance firm. As can be seen in Figure 2 the residential structures immediately behind these commercial properties receive sufficient shielding so that no impacts are predicted at the residential structures.

The thirty-four residential structures impacted according to FHWA interior design noise levels are located between Powell and Franklin Streets, Haig and Bush Streets, and Cora and Reynolds Streets (see Figure 2). All these residential impacted structures either do not have exterior activity areas or are situated such that their backyards and exterior activity areas are shielded from traffic noise. Since there are no impacted exterior activity areas, the FHWA interior design noise levels apply. The exterior noise levels at these structures vary between Leq 65 and Leq 74 dBA. By using the FHWA indoor-outdoor noise reduction factor of 10 dBA for structures with open windows, indoor noise levels will vary from Leq 55 to Leq 64 dBA, thereby exceeding the FHWA interior design noise level of Leq 52 dBA.

The nineteen residential structures impacted according to FHWA exterior design noise levels are located between Franklin and Haig Streets and between Bush and Cora Streets (Figure 2). All these residences have back yards exposed to traffic noise from McLoughlin Boulevard.

Predicted noise levels in the backyards between Franklin and Haig Streets vary from Leq 66 to Leq 69 dBA for the No-Build Alternative and from Leq 67 to Leq 70 dBA for the Build alternatives. Noise levels between Bush and Cora Streets are Leq 67-68 dBA for the No-Build alternative and Leq 68-69 dBA for the Build alternatives. These noise predictions exceed the FHWA design nosie level of Leq 67 dBA so the exterior activity areas of these structures are regarded as impacted.

There are three locations in this section where noise barriers are feasible.

Barrier 2 - A 12-foot high 475 foot long concrete wall would mitigate noise levels below FHWA exterior design noise levels in the backyards of six residences and a four-plex apartment located between Franklin and Haig Streets (see Figure 2). The right-of-way line is the most feasible location for the noise barrier. The ground elevation at the right-of-way line is approximately six feet higher than the roadway, therefore, a 10 foot high noise barrier at this location would be equivalent to 16 feet high. The attenuation provided by this barrier would be very good, even to the second stories of the houses. A noise barrier in this location would not appear visually dominant because the residences and right-of-way line are set back a sufficient distance from the roadway. However, it is not known if partial loss of view would occur or if such a loss of view would be objectionable to property owners. Therefore, until local input to the contrary is received, the benefit of a 2-7 dBA noise reduction at 10 dwelling units is judged to outweigh the estimated $110,000 construction cost. For these reasons, Barrier 2 is recommended for construction

Barrier 3 - A 10-foot high 370 foot long concrete wall would mitigate noise levels below FHWA interior design noise levels at six of the ten impacted residences located along 7th Avenue between Haig and Rhone Streets and within the small triangular landscaped area south of Haig Street (see Figure 2). The other four impacted residences along 7th Avenue cannot be mitigated because any further extension to Barrier 3 would block the 7th Avenue access to McLoughlin Boulevard. Present designs recommend that Haig Street access to McLoughlin remain open, therefore to maintain adequate sight distance for safe access to McLoughlin Boulevard from S.E. Haig Street the northernmost 100 feet of the wall would have to be angled back to a point 10 feet behind the sidewalk at the north end. The existing right-of-way is adequate for this treatment of the barrier, however, if Haig Street could be closed and Barriers 2 and 3 connected this would be unnecessary and the barrier would be more effective. In either case, the benefit of a 2-4 dBA noise reduction at 8 dwelling units is judged to outweigh the estimated $70,000 construction cost. Barrier 3 is recommended for construction.

Barrier 4 - A 10 foot high 1,135 foot long combination concrete and prefabricated wall between Center and Mall Streets would reduce exterior noise levels at the impacted backyards of 9 residences between Center and Cora Streets and interior noise levels at four impacted residences between Cora and Mall Streets (see Figure 2). A small triangular landscaped area south of Cora Street and nine additional residences between Center and Cora Streets would also benefit from the barrier although the residences are not above FHWA design noise levels.

The most feasible location for this barrier is along the back of the existing sidewalk. The prefabricated segment of the wall would be located on

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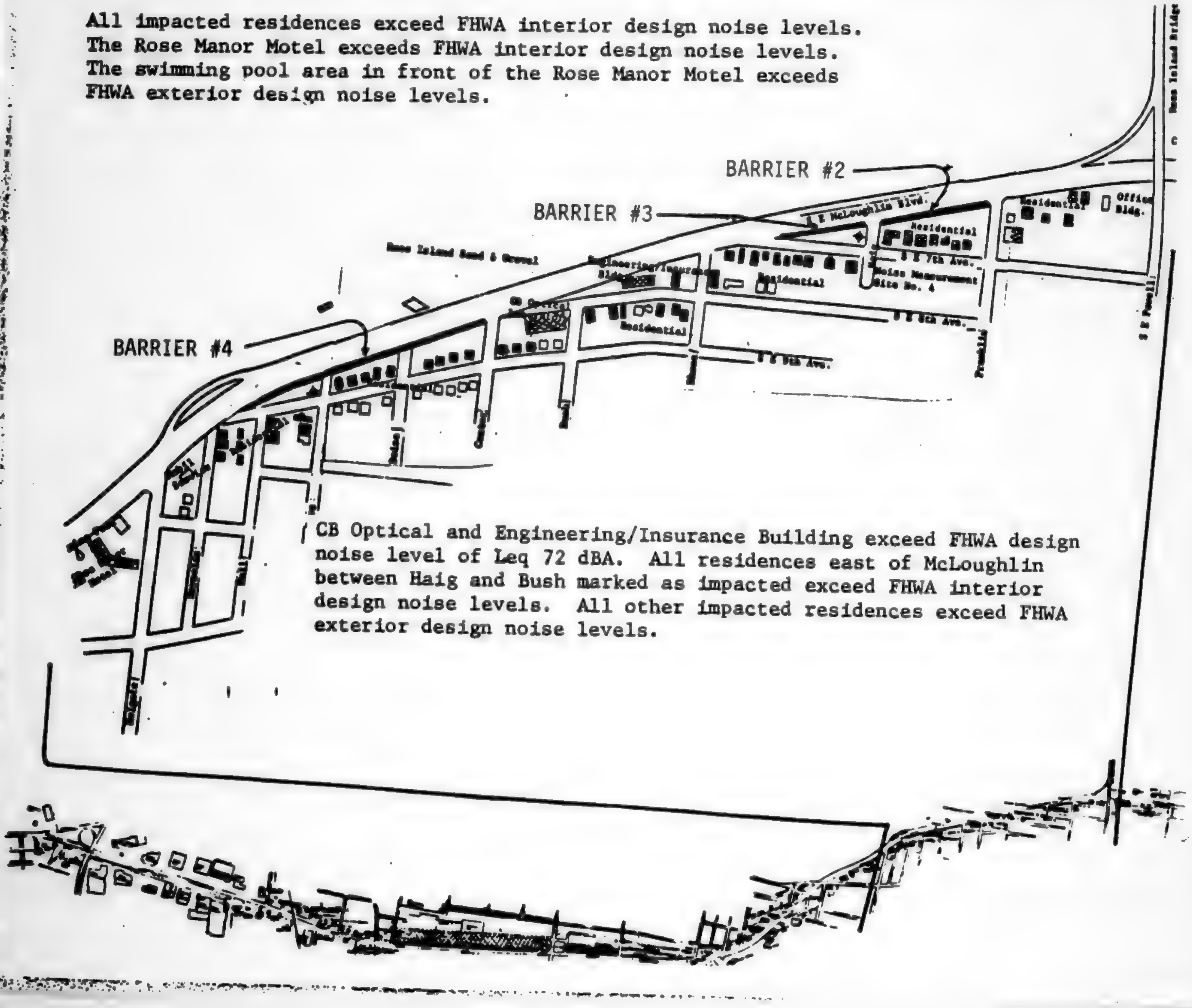
FIGURE 2 Powell-Holgate Section

BARRIER COSTS AND NOISE CHARACTERISTICS

Barrier	Location	Type	Length	Height	Year 2000 Leq Level(dBA) No Build	Build	Build w/ Mitigation	dBA Reduction	Property Mitigated	Total Cost	Cost per Dwellling Unit	Cost per dBA per Dwelling Unit	Recommended
2	544+35 to 549+00 Rt.	Concrete Wall	475'	12'	66-69	67-70	61-63	2-7	10 Dwelling Units	$110,000	$11,000	$2,300	Yes
3	539+95 to 543+65 Rt.	Concrete Wall	370'	10'	65-68	66-69	62-67	2-4	8 Dwelling Units	$ 70,000	$ 8,800	$2,900	Yes
4	515+75 to 527+10 Rt.	Concrete and Steel Wall	1135'	10'	67-68	68-69	62-63	1-7	22 Dwelling Units	$245,000	$11,000	$2,500	Yes

All impacted residences exceed FHWA interior design noise levels. The Rose Manor Motel exceeds FHWA interior design noise levels. The swimming pool area in front of the Rose Manor Motel exceeds FHWA exterior design noise levels.


BARRIER #2
BARRIER #3
BARRIER #4
S E McLoughlin Blvd.
Residential
Office Bldg.
Ross Island Sand & Gravel
Engineering/Insurance Bldg.
CB Optical
Residential
S E 7th Ave.
Noise Measurement Site No. 4
Residential
S E 8th Ave.
S E 9th Ave.
S E Powell
Ross Island Bridge

CB Optical and Engineering/Insurance Building exceed FHWA design noise level of Leq 72 dBA. All residences east of McLoughlin between Haig and Bush marked as impacted exceed FHWA interior design noise levels. All other impacted residences exceed FHWA exterior design noise levels.

a 300 foot long viaduct structure between Cora and Boise Streets. The northernmost 100 feet of this wall would need to be angled back in the same manner as Barrier 3 in order to achieve adequate sight distance for safe access to McLoughlin Boulevard from S.E. Center Street. The existing right-of-way is adequate for this treatment of the barrier.

The benefit of a 1-7 dBA noise reduction at 22 dwelling units is judged to outweigh the estimated $245,000 construction cost. Barrier 4 is recommended for construction.

Holgate-Milwaukie Section

Noise levels in this section are predicted to exceed FHWA design noise levels for both the Build and No-Build alternatives at three residential structures and the Rose Manor Motel (see Figure 3). The residential structures do not have exterior activity areas fronting McLoughlin Boulevard so FHWA interior design noise levels apply. Predicted exterior noise levels vary from Leq 70 to Leq 73 dBA for the No-Build alternative and Leq 71 to Leq 74 dBA for the Build alternatives. By using the FHWA indoor-outdoor noise reduction factor of 10 dBA for open windows, interior predicted noise levels vary from Leq 60 to Leq 64 dBA, exceeding the FHWA interior design noise level of Leq 52 dBA.

The Rose Manor Motel is a wood frame type building without air conditioning. Noise levels are predicted to be Leq 72 dBA at the exterior of the room closest to McLoughlin Boulevard. By using the FHWA reduction factor of 10 dBA for open windows, the interior noise level at the end rooms are predicted to be Leq 62 dBA which exceeds the FHWA interior design noise level of Leq 52 dBA. Noise levels at an associated swimming pool adjacent to McLoughlin Boulevard are predicted to be Leq 72 dBA which exceeds the FHWA exterior design noise level. As a result, this area is also imapcted.

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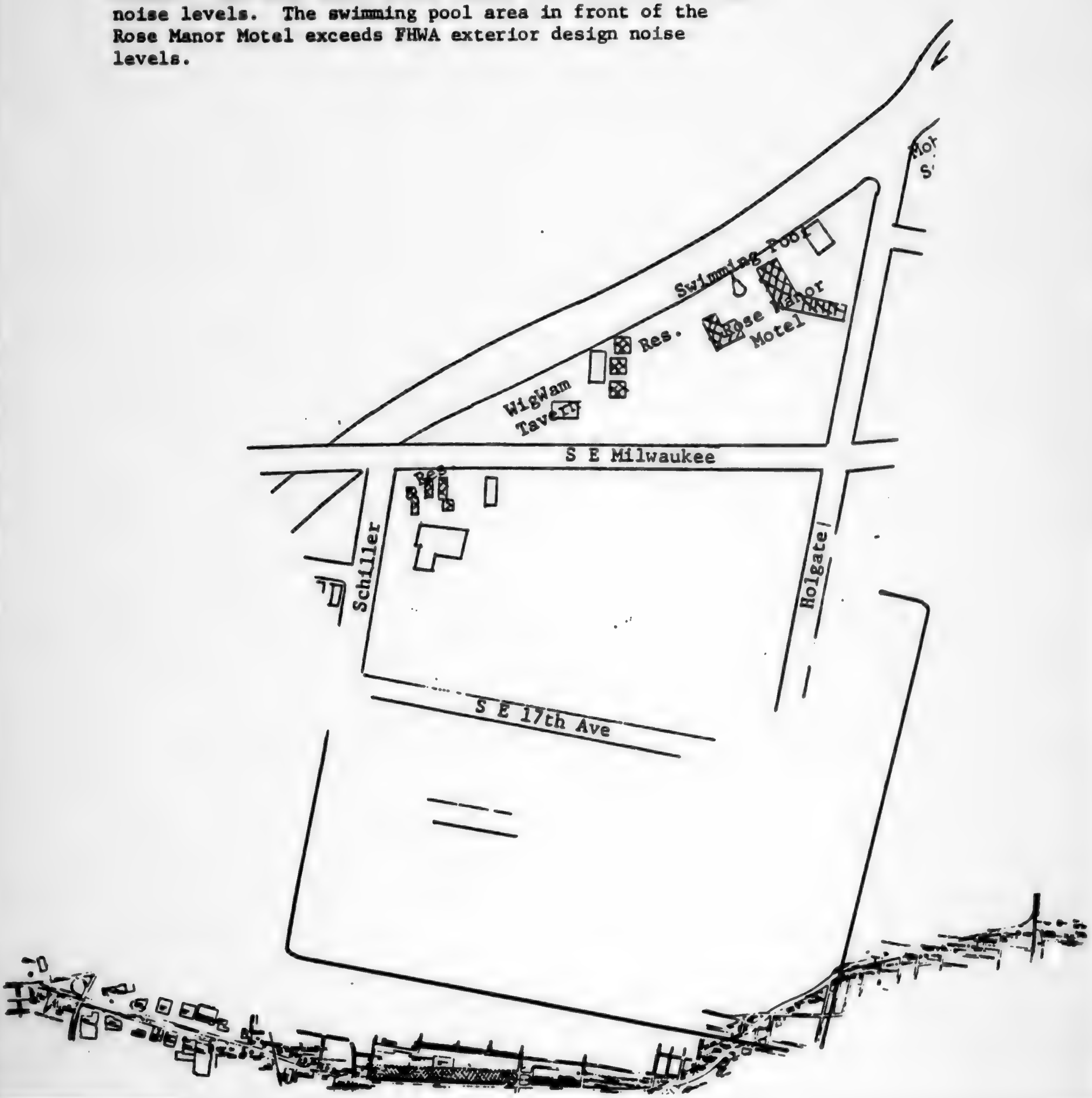
FIGURE 3 Holgate-Milwaukee Section

All impacted residences exceed FHWA interior design noise levels. The Rose Manor Motel exceed FHWA interior design noise levels. The swimming pool area in front of the Rose Manor Motel exceeds FHWA exterior design noise levels.


Swimming Pool
Rose Manor Motel
Res.
WigWam Tavern
S E Milwaukee
Res.
Schiller
Holgate
S E 17th Ave

Mitigation is not feasible in this section (see discussion in Appendix A).

Milwuakie-17th Section

Noise levels are predicted to exceed FHWA design noise levels for both the Build and No-Build alternatives in this section at five residential structures and one commercial structure (Figure 4). Noise levels at the five residential structures are predicted to exceed the FHWA interior deisgn noise level of Leq 52 dBA since they do not have exterior activity areas impacted by traffic noise and the predicted interior noise levels vary from Leq 59 dBA to Leq 62 dBA with windows open. Noise levels at the commercial structure (AAMCO) are predicted to exceed the FHWA commercial design noise level of Leq 72 dBA.

Mitigation is not feasilbe in this section (see discussion in Appendix A).

17th-Reedway Section

Noise levels are predicted to exceed FHWA design noise levels at six commercial establishments and 14 residential structures for both the Build and No-Build alternatives in this section (see Figure 5). The six impacted commercial establishments all front McLoughlin Boulevard and predicted noise levels exceed the FHWA commercial design noise level of Leq 72 dBA. Noise levels at four residences between Harold and Insley Streets are predicted to exceed FHWA exterior design noise level of Leq 67 dBA and are considered impacted. Seven residences south of Harold Street and three residences in the vicinity of the Mexico City Diner are predicted to exceed the FHWA interior design noise level of Leq 52 dBA since they do not have exterior activity areas and the predicted interior noise levels vary from Leq 52 dBA to Leq 55 dBA with windows open.

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Figure 4 Milwaukee-17th. Section

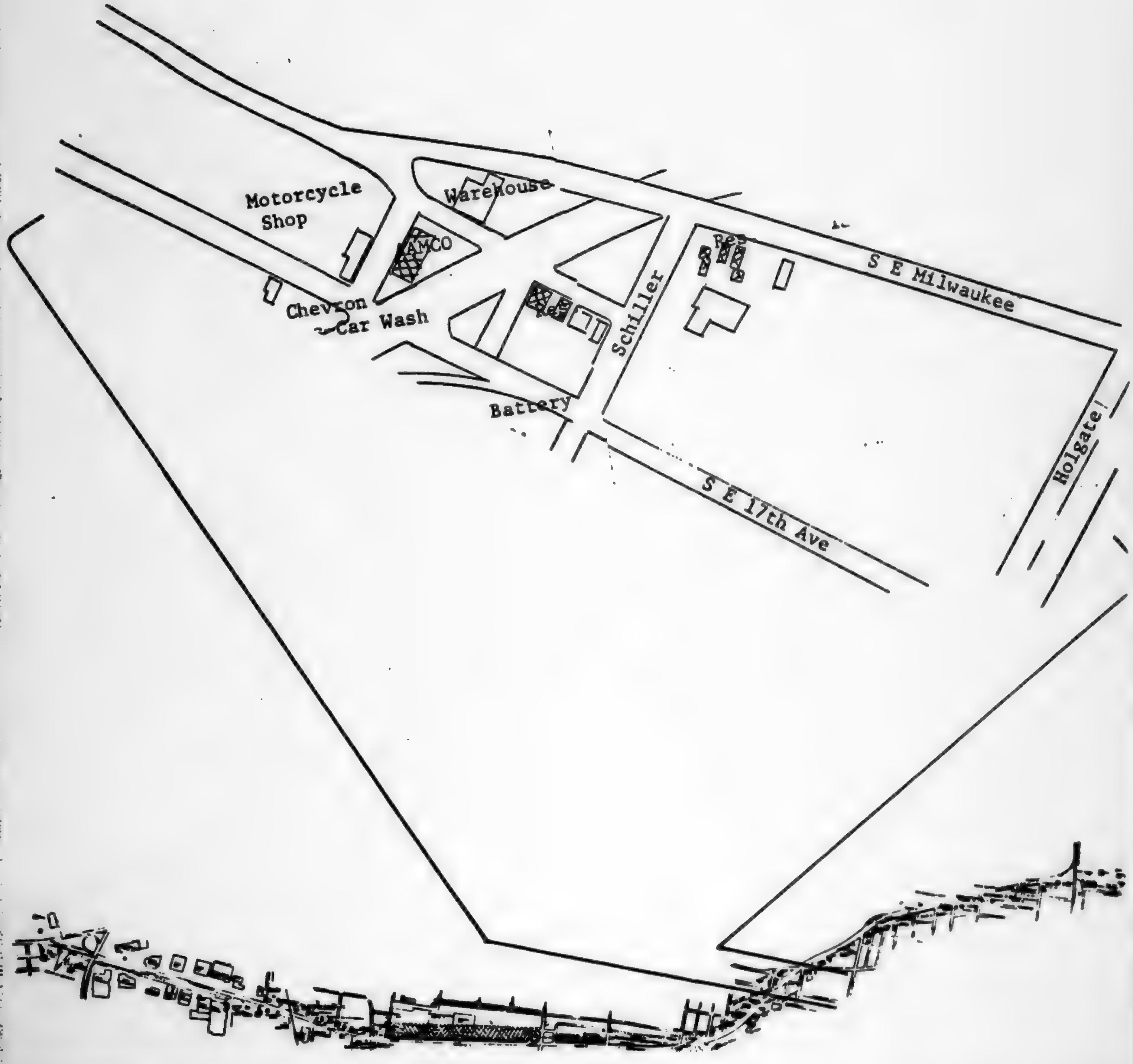
Motorcycle Shop
Warehouse
AMCO
Chevron
Car Wash
Res
Res
Schiller
S E Milwaukee
Battery
S E 17th Ave
Holgate

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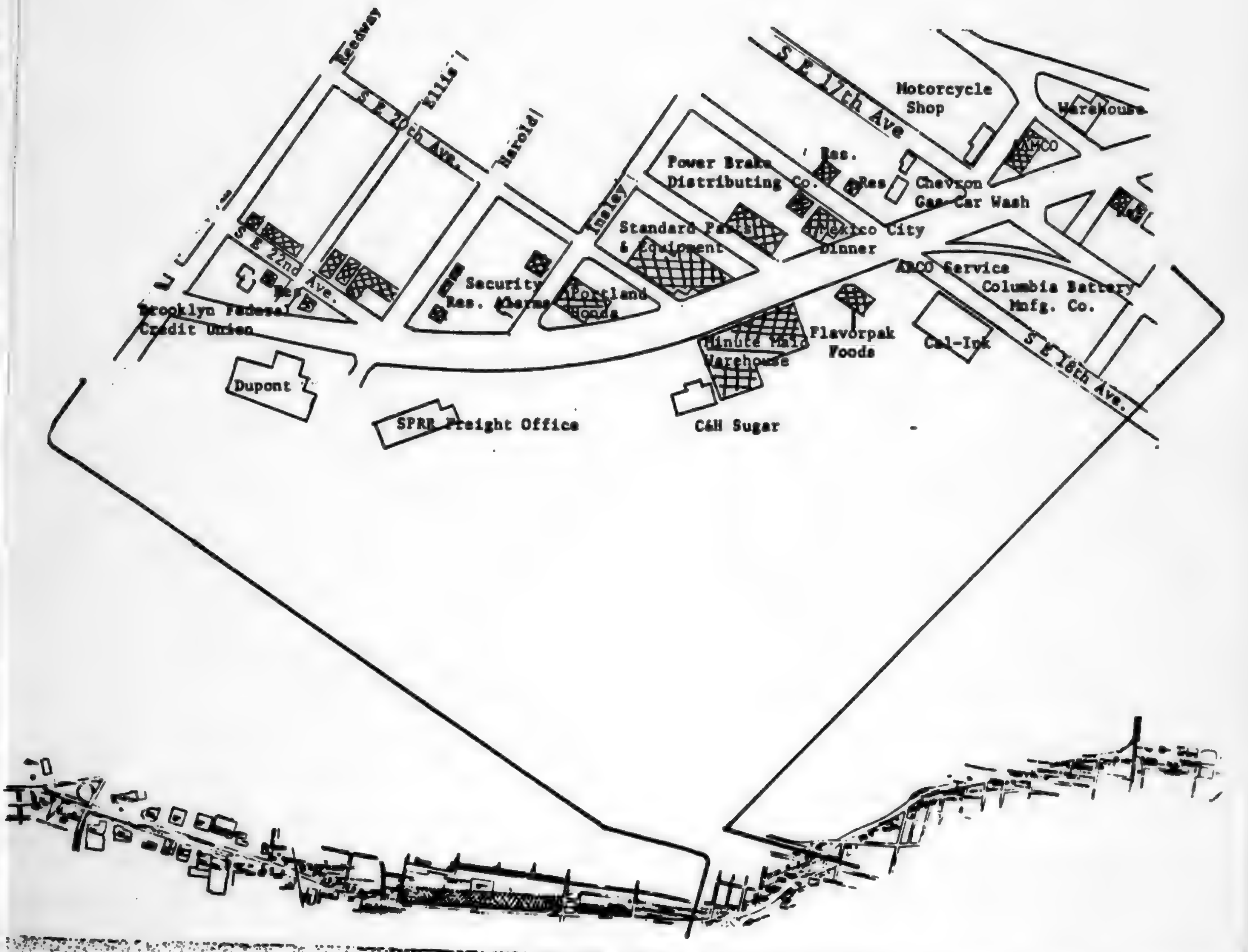
Figure 5 17th.-Reedway Section

All commercial properties listed as impacted exceed the FHWA design noise level of Leq 72 dBA. All the residences listed as impacted south of Harold Street exceed FHWA interior design noise levels. The three impacted residences in the vicinity of the Mexico City Dinner also exceed FHWA interior design noise levels. The remainder of the impacted residences between Harold and Insley Streets exceed FHWA exterior design noise levels.


Reedway
S E 20th Ave.
Ellis
Harold
Insley
S E 17th Ave
S E 22nd Ave.
Motorcycle Shop
Warehouse
AMCO
Res.
Res
Power Brake Distributing Co.
Chevron Gas-Car Wash
Standard Parts & Equipment
Mexico City Dinner
ARCO Service
Columbia Battery Mnfg. Co.
Security Res. Alarms
Portland Foods
Brooklyn Federal Credit Union
Minute Maid Warehouse
Flavorpak Foods
Cal-Ink
S E 18th Ave.
Dupont
SPRR Freight Office
C&H Sugar

Mitigation is not feasible in this section (see discussion in Appendix A).

Reedway-Bybee Section

Noise levels are predicted to exceed FHWA design noise levels at twenty-four residential structures, and a lawn/garden activity area associated with the Westmoreland Union Manor for both the Build and No-Build alternatives (Figure 6). Noise levels at four of the residential structures are predicted to exceed FHWA interior design noise levels. Noise levels at the other twenty residential structures are predicted to exceed FHWA exterior design noise level.

Predicted noise levels at the exterior of the Westmoreland Union Manor facing McLoughlin Boulevard range from Leq 65 dBA to Leq 71 dBA. Depending on the distance from McLoughlin Boulevard. By applying the FHWA open window noise reduction factor of 10 dBA to the exterior noise levels, the corresponding predicted interior noise levels range from Leq 55 dBA to Leq 61 dBA. These noise levels exceed the FHWA interior design noise level of Leq 52 dBA. However, the building is equipped with central air conditioning. If the windows were closed and the air conditioning system utilized, predicted interior noise would be at least 10 dBA lower and the FHWA design noise level would not be exceeded. Therefore, mitigation of noise levels at the building was not investigated or considered necessary.

Predicted noise levels at the associated lawn/garden activity area of the Westmoreland Union Manor range from Leq 65 to Leq 71 dBA. The lawn area has benches and sidewalks. With the No-Build alternative, the first 120 feet of lawn/garden activity area as measured from the right-of-way line is predicted to exceed the FHWA exterior design noise level of Leq 67 dBA. With the Build alternatives, only the first 100 feet of the area is predicted to exceed Leq

67 dBA. Noise levels will actually decrease with the Build alternatives because the northbound lanes in the section will be moved to the east. The alignment shift compensates for the increase in noise levels due to greater traffic volumes and higher travel speeds.

The four residential properties located south of Reedway Street and west of S.E. 23rd Street face McLoughlin Boulevard such that the backyard activity areas are shielded from roadway noise (see Figure 6). Predicted interior noise levels vary from Leq 52 to Leq 55 dBA with windows open and exceed the FHWA interior noise level of Leq 52 dBA.

The remaining 20 impacted residences in this section, located east of S.E. 23rd Street, all have backyards which face McLoughlin Boulevard (see Figure 6). Predicted noise levels in the backyards range from Leq 67 dBA to Leq 70 dBA, exceeding the FHWA exterior design noise level of Leq 67 dBA.

There are two locations in this section where noise barriers are feasible.

Barrier 5 - A 10-foot high 1,410 foot long concrete wall would mitigate exterior noise impacts at 20 residences and interior noise impacts at 4 residences located between Reedway and Tolman Streets (see Figure 6). FHWA design noise levels would be achieved at all the affected residences. Also, this barrier would replace the loss of visual screening currently provided by a mixture of large 12" to 18" diameter trees, which are located approximately five to ten feet inside the right-of-way line. These trees would be removed by the project.

Two alternative walls were studied. The first alternative, a concrete wall placed at the right-of-way line would cost $265,000. The second alternative, a concrete shoulder barrier placed at the edge of the roadway, would cost $360,000. The southern 150 feet of the later wall would need to be angled back in order to achieve adequate sight distance for safe access to McLoughlin Boulevard from

S.E. Tolman Street. The existing right-of-way is adequate to construct either of the barrier alternatives.

The first alternative, a concrete wall at the right-of-way line, is judged to be the most feasible and cost effective alternative. The cost is nearly $100,000 less than the shoulder barrier alternative. In addition, a 10 foot high barrier at the right-of-way line would be less visually dominant than a 10 foot high barrier at the shoulder of the roadway. The benfit of a 6-7 dBA noise reduction at 24 dwelling units and an increase in privacy to the residences is judged to outweigh the estimated $265,000 construction cost. Barrier 5, Alternative A, is recommended for construction.

Barrier 6 - A 10-foot high 900 foot long concrete wall located along the right-of-way line would mitigate the Westmoreland Union Manor lawn/garden activity area below FHWA design noise levels (see Figure 6). The barrier would extend from Tolman Street to Glenwood Street. In order to construct the wall, an existing box culvert would need to be extended and an existing chain link fence removed.

The estimated cost of Barrier 6 ($180,000) appears to outweigh the noise reduction benefit for several reasons. The use of the activity area is not intensive and benefit of mitigation would be low. The proposed project will actually reduce noise slightly compared to No-Build alternative. Due to the size and shape of the Westmoreland Union Manor building, noise from McLoughlin would reflect off the building behind the barrier, thereby reducing barrier effectiveness. Therefore, Barrier 6 is not recommended for construction.

Bybee-Tacoma Section

Noise levels at Westmoreland Park, which occupies the entire space between Bybee and Nehalem Streets, are predicted to exceed FHWA design noise

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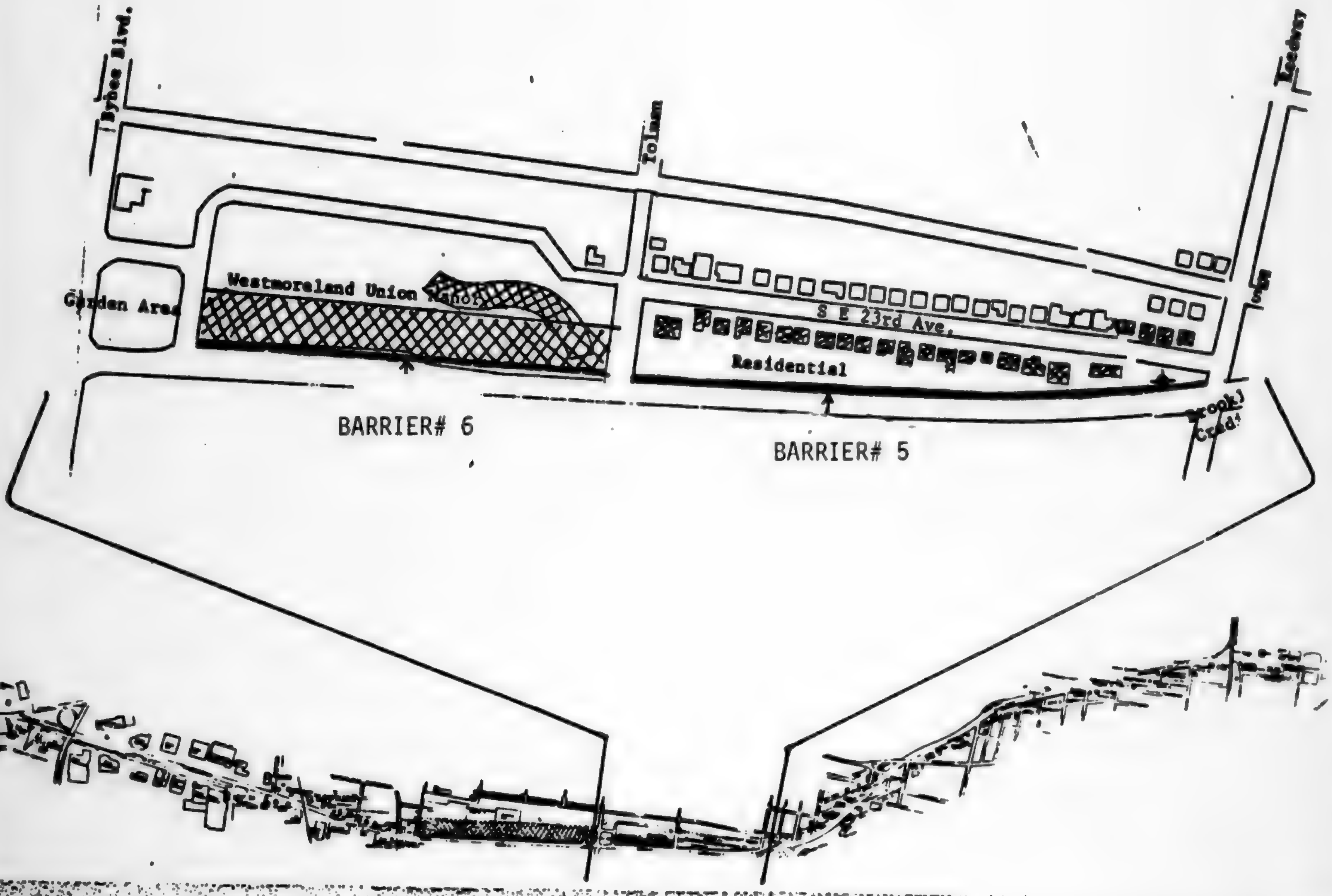
FIGURE 6 Reedway-Bybee Section

BARRIER COSTS AND NOISE CHARACTERISTICS

Barrier	Location	Type	Length	Height	Year 2000 Leq Level(dBA) No Build	Build	Build w/ Mitigation	dBA Reduction	Property Mitigated	Total Cost	Cost per Dwellling Unit	Cost per dBA per Dwelling Unit	Recommended
5	453+00 to 467+10 Lt.	A. Concrete Wall B. Concrete Shoulder Barrier	1410'	10'	67-70	67-68	61-62	6-7	24 Dwelling Units	A. $265,000 B. $360,000	A. $11,000 B. $15,000	A. $1,600 B. $2,100	A. Yes B. No
6	443+20 to 452+20 Lt.	Concrete Wall	900'	10'	65-71	65-71	61-63	3-8	Outside activity area of Westmoreland Union Manor	$180,000	n/a	n/a	No


Bybee Blvd.
Tolman
Reedway
Westmoreland Union Manor
Garden Area
S E 23rd Ave.
Residential
Brooklyn Creek
BARRIER# 6
BARRIER# 5

levels for both the Build and No-Build alternatives (see Figure 7). With the No-Build alternative the first 220 feet of park activity area is predicted to exceed FHWA design noise levels. The Build alternatives would only impact the first 200 feet of the park activity area. Portions of the swimming pool, ball fields, and all of the tennis court area would be impacted. Noise levels in the park, swimming pool, ballfield and tennis court area are predicted to be Leq 68-69 dBA with the No-Build alternative and Leq 67-68 dBA with the Build alternative. As with the previous section, the reduced noise levels generated by the Build alternatives when compared to the No-Build alternative, are a result of shifting the centerline of the northbound lanes farther to the east. Two noise barriers were feasible in this section.

Barrier 7 - A 10-foot high 145 foot long concrete wall would mitigate noise levels at the tennis court in Westmoreland Park below FHWA design noise levels (see Figure 7). The right-of-way line would be the most feasible location for the noise barrier although an existing fence and hedge would have to be removed. While the barrier is feasible, grafitti and vandalism could become a problem if a noise barrier was constructed in a public area such as a tennis court. Also, an existing hedge would have to be removed. Since the noise levels are predicted to decrease with the Build alternatives, the benefit of additional noise mitigation is judged to be outweighed by the $27,000 construction cost and the potential for vandalism. For these reasons, Barrier 7 is not recommended for construction.

Barrier 8 - A 10-foot high 2,840 foot long concrete wall would mitigate noise levels below FHWA design noise levels in Westmoreland Park including the swimming pool and ballfield areas (see Figure 7). Two alternative locations were examined.

The first alternative would place the barrier at the right-of-way line. This location conflicts with approximately 60 large 8" x 24" diameter red oak trees spaced approximately 25 feet apart throughout the length of the wall within 10 feet of the right-of-way line. These trees may need special treatment to avoid root damage if construction at this location is proposed. The estimated cost of the barrier at this location is $530,000. There are also two utility pole guy wires that would need to be replaced.

The second alternative would place the barrier at the edge of the roadway. At this location the wall design would also incorporate a concrete shoulder barrier and the last 150 feet of the wall would have to angle back to maintain adequate sight distance to McLoughlin Boulevard from S.E. Nehalem Street. The estimated cost of the barrier of this location is $720,000.

Neither alternative is judged to be practical. The first alternative could damage the root systems of the oak trees which are supposed to be preserved by the project. The second alternative would appear visually dominant from the roadway, because there would only be an 8 to 10 foot shoulder separating the motorist from the barrier. Both alternatives would limit the motorists view of the park, and detract from the aesthetics of the park. Law enforcement within the park area would be made more difficult with either wall. Graffiti on the wall and vandalism may become a problem without adequate law enforcement.

Since noise levels at the park are predicted to decrease with the Build alternative compared to No-Build levels, as with the tennis court area described above, and because there are other problems associated with the barrier, the benefits of noise mitigation are judged to be outweighed by the barrier cost and negative aspects of the barrier. Therefore, Barrier 8 is not recommended for construction.

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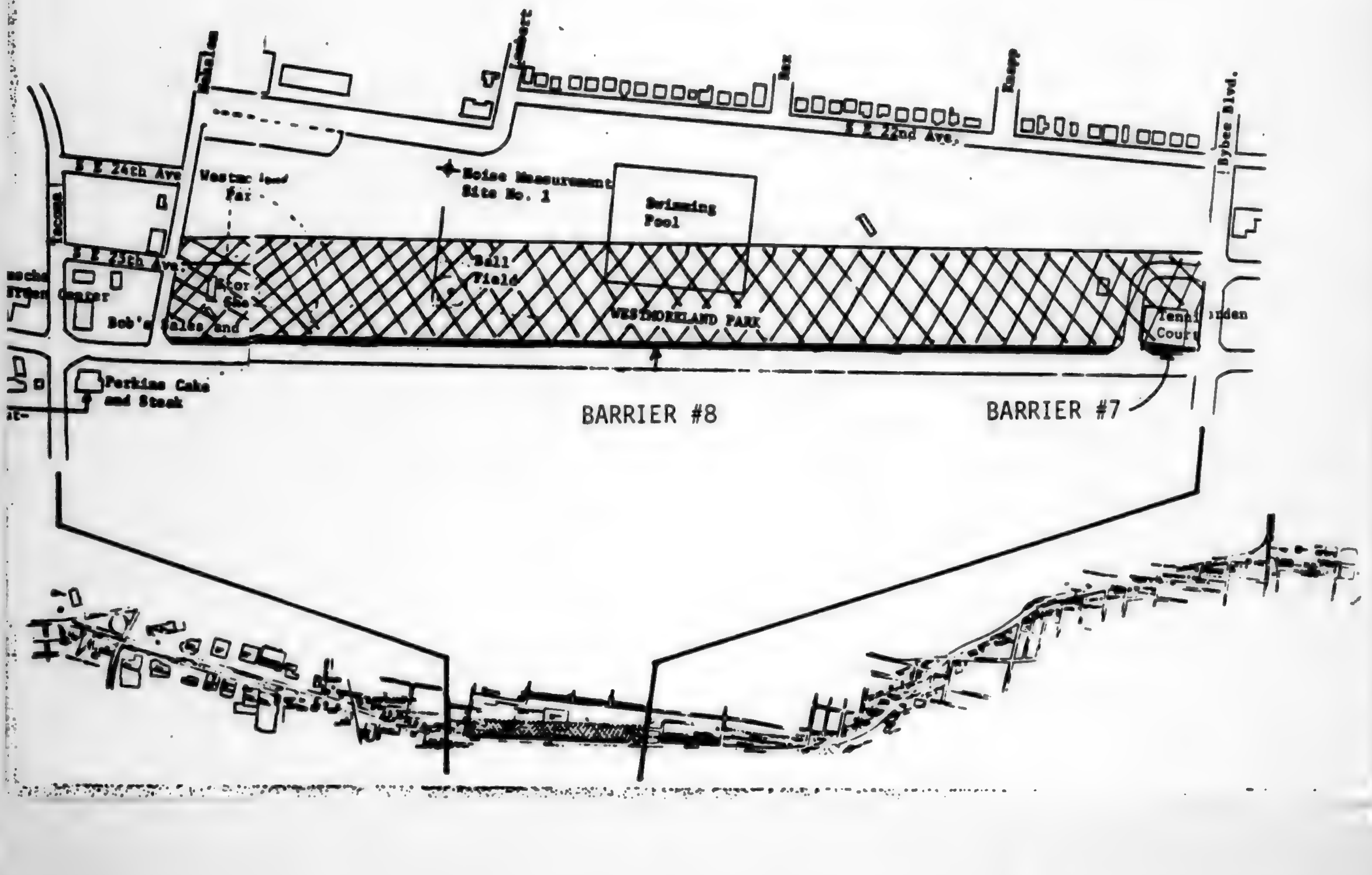
FIGURE # 7 Bybee-Tacoma Section

BARRIER COSTS AND NOISE CHARACTERISTICS

Barrier	Location	Type	Length	Height	Year 2000 Leq Level(dBA) No Build	Build	Build w/ Mitigation	dBA Reduction	Property Mitigated	Total Cost	Cost per Dwelling Unit	Cost per dBA per Dwelling Unit	Recommended
7	437+55 to 439+00 Lt.	Concrete Wall	145'	10'	68-69	67-68	62-63	5	Tennis Court	$ 27,000	n/a	n/a	No
8	408+55 to 436+95 Lt.	A. Concrete Wall B. Concrete Shoulder Barrier	2840'	10'	68-69	67-68	62-63	2-6	Westmoreland Park	A. $530,000 B. $720,000	n/a n/a	n/a n/a	A. No B. No

The impacted area of Westmoreland Park exceeds FHWA exterior design noise levels. The first 200' of park activity area is impacted by the Build alternatives and the first 220' of park activity area is impacted with the No Build alternatives.



S E 22nd Ave.
Bybee Blvd.
Knapp
S E 24th Ave
Tacoma
S E 25th Ave.
Westmoreland Par
Noise Measurement Site No. 1
Swimming Pool
Ball Field
WESTMORELAND PARK
Tennis Court
Bob's Sales and
Perkins Cake and Steak
BARRIER #8
BARRIER #7

Tacoma-Ochoco Section

Noise levels are predicted to exceed FHWA design noise levels at one commerical structure and two residential structures with the No-Build alternative, and at six commercial structures and two residential structures with the Build alternatives (see Figure 8). This is the only section of the project where there is any change in the number of noise impacts with different alternatives. In this area predicted travel speeds would be increased 9 miles per hour, from 30 to 39 miles per hour. This increase in travel speeds would be responsible for the noise increase. Noise levels at the commercial structures would increase by 2 dBA, from Leq 70 dBA to Leq 72 dBA, exceeding the FHWA commercial design noise level of Leq 72 dBA. Noise levels at Edwards Manufacturing, the only commercial structure impacted by traffic noise with all alternatives, would increase from Leq 72 dBA to Leq 74 dBA with the Build alternatives.

Two residential structures, located just north of the Western State College of Transportation, do not have any exterior activity areas. Therefore, the Leq 52 dBA interior design noise level applies. Exterior noise levels at the two residences are predicted to be Leq 67 dBA with the No-Build alternative and Leq 69 dBA with the Build alternatives. Corresponding open window interior noise levels are predicted to be Leq 57 dBA and Leq 59 dBA. Therefore, these residences are impacted.

Mitigation is not feasible in this section (see discussion in Appendix A).

Ochoco-Clackamas Highway Section

Noise levels are predicted to exceed FHWA design noise levels at only one structure, the Chalet Motel, for both the Build and No-Build alternatives in this section (see Figure 9). Noise levels at the exterior of the end rooms

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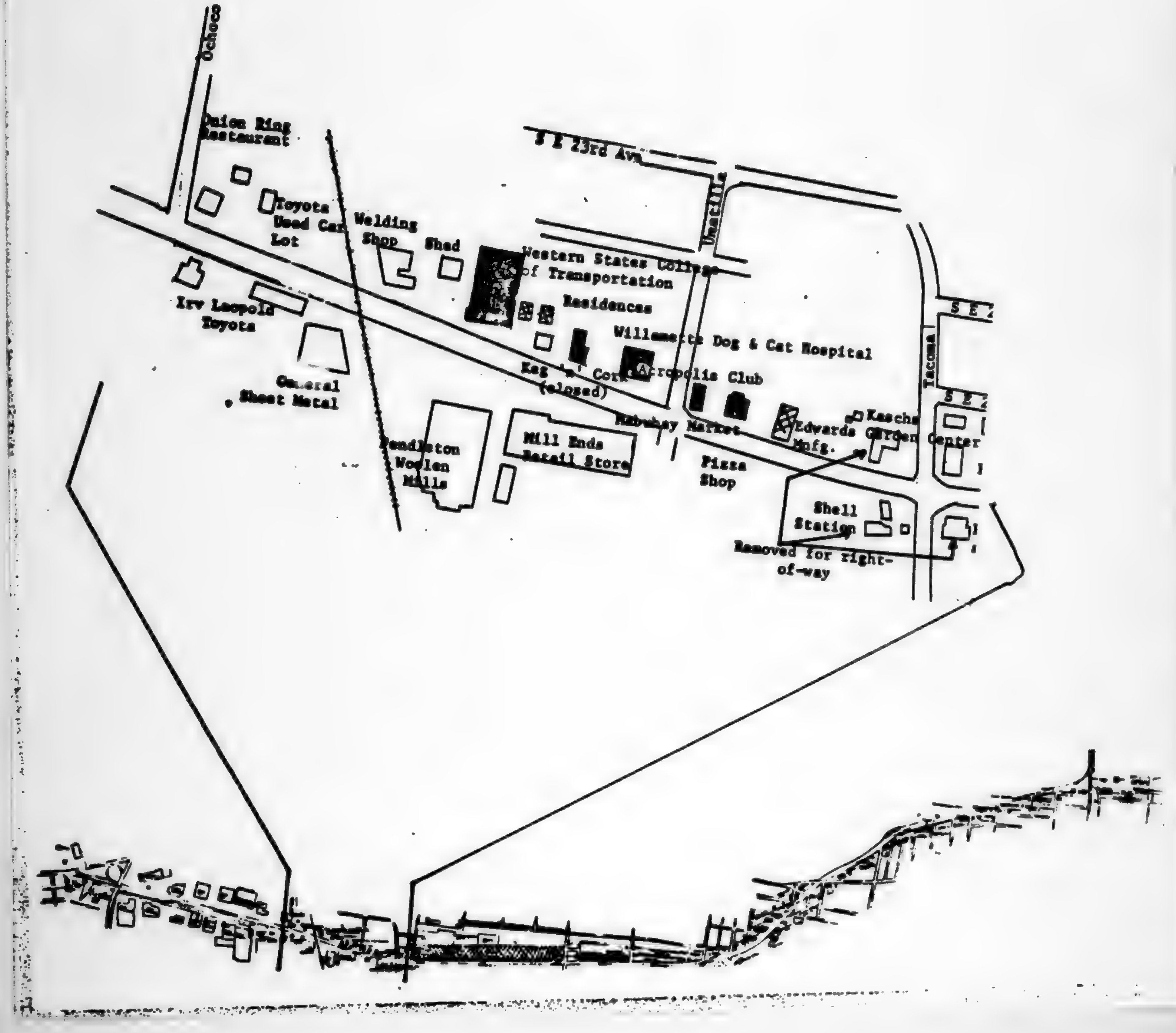
FIGURE # 8 Tacoma-Ochoco Section

All commercial property shown as impacted exceeds the FHWA design noise level of Leq 72 dBA. The two impacted residences north of the Western States College of Transportation exceed FHWA interior design noise levels.


Ochoco
Onion Ring Restaurant
S E 23rd Ave
Umatilla
Toyota Used Car Lot
Welding Shop
Shed
Western States College of Transportation
Residences
Irv Leopold Toyota
Willamette Dog & Cat Hospital
General Sheet Metal
Keg 'n' Cork (closed)
Acropolis Club
Mabuhay Market
Kasch's
Edwards Garden Center
Mfg.
Pendleton Woolen Mills
Mill Ends Retail Store
Pizza Shop
Tacoma
S E
S E
Shell Station
Removed for right-of-way

of the Motel closest to McLoughlin Boulevard are predicted to be Leq 67 and Leq 69 dBA for the No-Build and Build alternatives respectively. Corresponding open window interior noise levels will be Leq 57 and Leq 59 dBA, which exceed the FHWA interior design noise level (Leq 52 dBA).

Mitigation is not feasible in this section (see discussion Appendix A).

Clackamas Highway-River Road

No traffic noise impacts will occur in this section for any of the alternatives. The only structures which may have been affected by the Build alternative will be removed for right-of-way (see Figure 10).

Bus Stations

Traffic noise levels at the bus transfer stations were also studied. Since bus transfer stations are not governed by any existing regulations, a simplified analysis was performed by relating noise levels at the bus transfer stations to the speech interference level (SIL). Table 6* shows the relationship between conversation levels, noise levels, and distance separation between individuals.

The speech interference level is a calculated quantity that provides a guide to the interfering effect of a noise on reception of speech communication. The speech interference level is the arithmetic average of the octave-band sound-pressure levels of the interfering noise in the most important part of the speech frequency range. The Leq, which is an equivalent broadband steady-state noise level, was calculated for both the median and side bus transfer

---

* From Public Health and Welfare Criteria for Noise (550/9-73-002), July 27, 1973, prepared by the U.S. Environmental Protection Agency, Office of Noise Abatement and Control.

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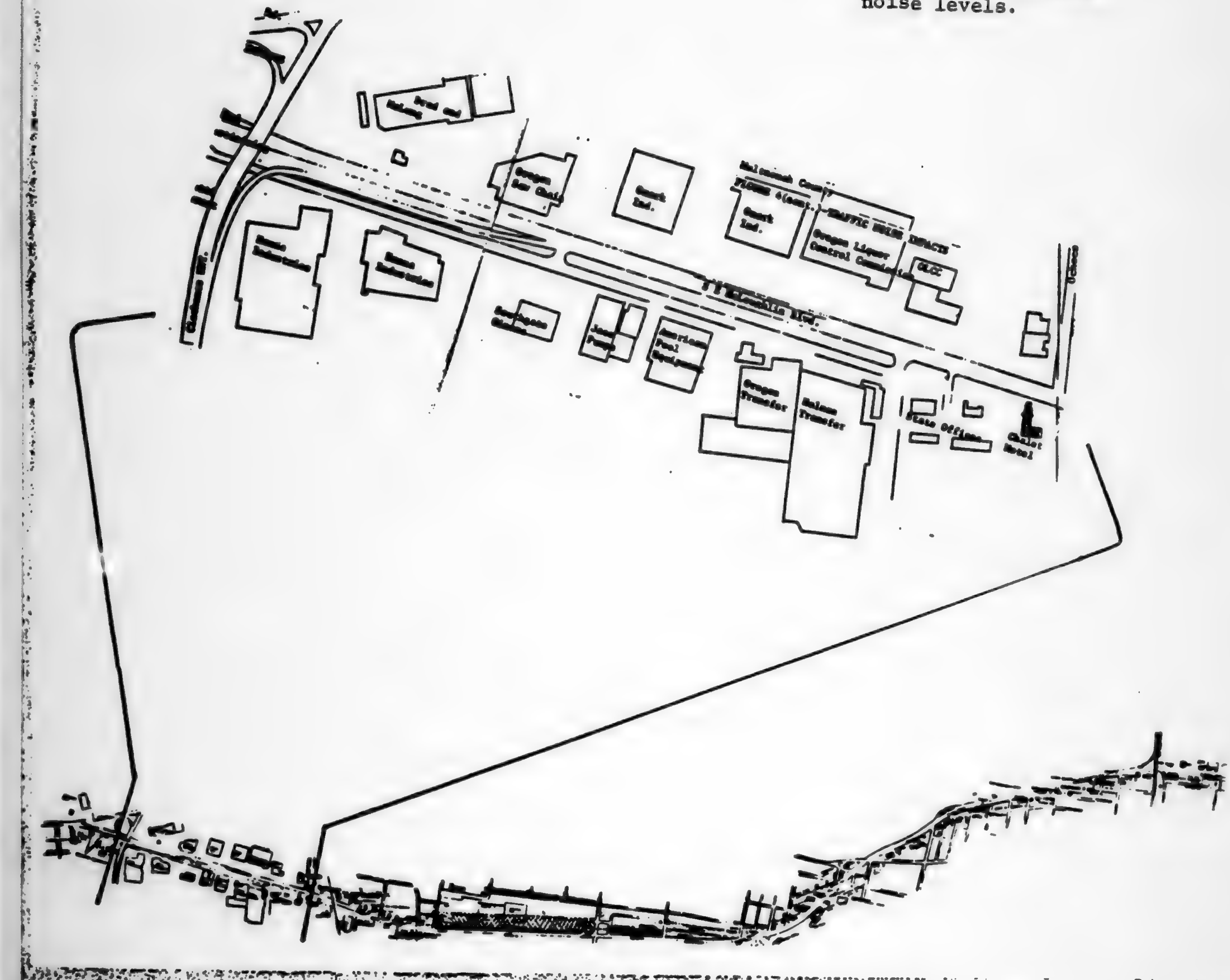
FIGURE #9 Ochoco-Clackamas Section

The Chalet Motel exceeds
FHWA interior design
noise levels.


Multnomah County
TRAFFIC NOISE IMPACTS
Oregon Liquor Control Commission
OLCC
S E McLoughlin Blvd.
American Fuel Equipment
Oregon Transfer
State Offices
Chalet Motel
Ochoco

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McLoughlin Blvd.
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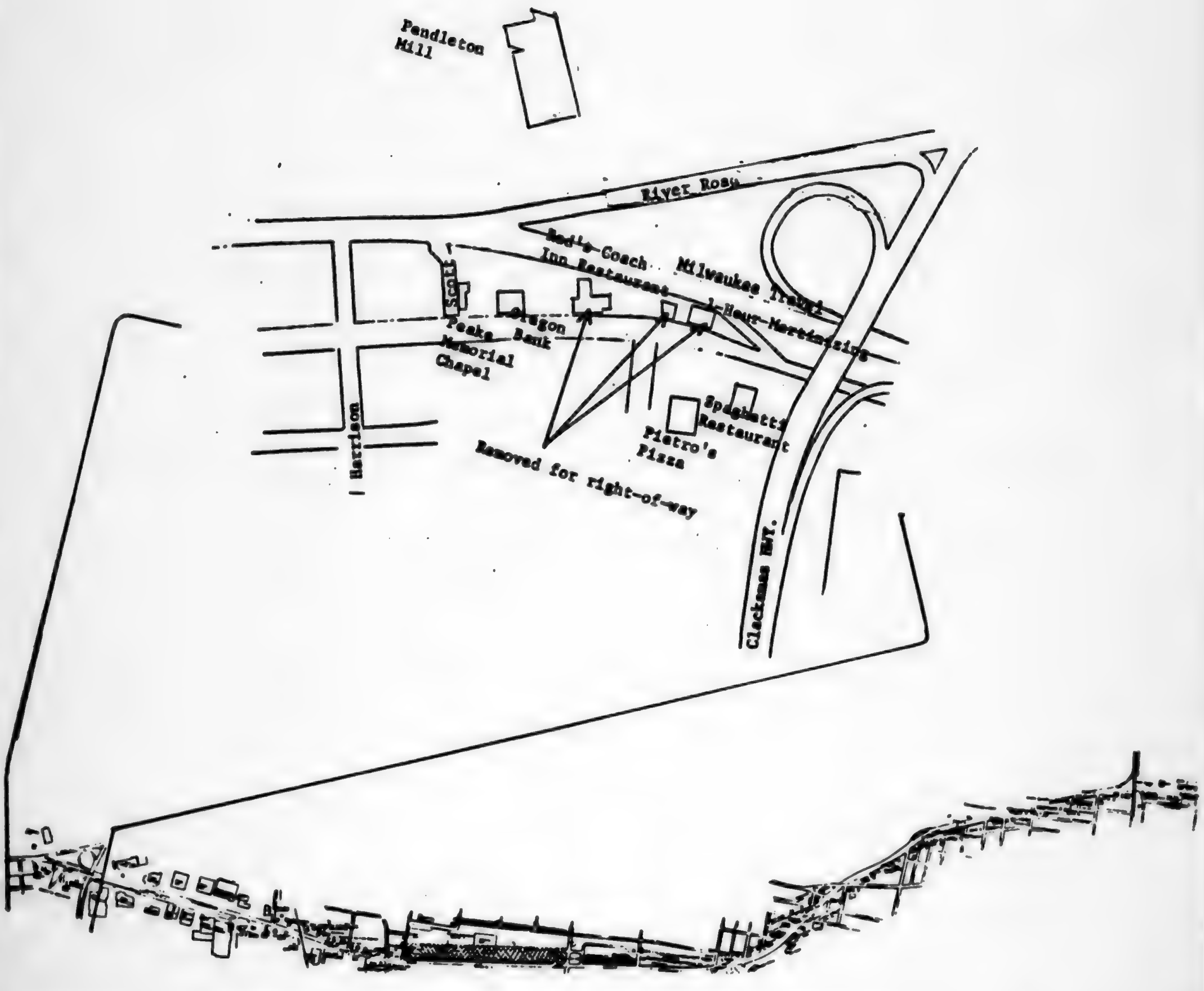
FIGURE #10 Clackamas Hwy.-River Road Section


Pendleton Mill
River Road
Red's Coach Inn Restaurant
Milwaukee Travel
1-Hour Martinizing
Scott
Oregon Bank
Peake Memorial Chapel
Spaghetti Restaurant
Pietro's Pizza
Removed for right-of-way
Harrison
Clackamas HWY.

during the peak noise hour. The predicted noise level at the median bus stations would be Leq 76 dBA, and the predicted noise level at the side bus stations would be Leq 77 dBA. By relating these noise levels to Table 6, it is found that only partial communication could occur at distances over 6 feet, and that a very loud voice level would be needed for communication at 3 feet. It is concluded that communication between bus passengers would be impacted, but still possible at raised voices.

SUMMARY

The present design for all three Build alternatives would be responsible for increases of 1 to 3 dBA throughout most of the project. However, between Reedway and Tacoma Streets, on the west side of the roadway, noise levels are predicted to decrease because the northbound travel lanes will be moved further east. All three of the Build alternatives with the Tacoma O'Xing option would generate noise levels approximately 1 dBA greater than the Tacoma "at grade" option.

Table 7 summarizes the recommended noise mitigation measures for the proposed project. A total of 5 noise barriers at a cost of $760,000 are recommended for construction.

CONSTRUCTION NOISE

Construction noise is expected to create a temporary adverse noise condition on this project. However, construction noise rarely occurs in any one location for an extensive period of time.

Actual construction noise levels vary so much from project to project that specific noise levels are hard to predict accurately. Hence, the prediction technique is limited to the disucssion of noise emission levels for common construction equipment. Table 8 provides this information, grouping construction equipment according to mobility and operating characteristics.

Construction noise on this project will be subject to City of Portland Ordinance No. 141882, Title 18, which establishes sound level standards for construction related noise. These standards will be included as part of the project specifications. The ordinance prohibits operation of construction equipment that exceeds sound levels of 85 dBA when measured at 50 feet. This standard does not apply to trucks, pile drivers, pavement breakers, scrapers, concrete saws, and rock drills. Also, time constraints on construction activities exceeding 70 dBA at any lot line separating the source from the receiver will be imposed. Time constraints will be from 6:00 p.m. to 7:00 a.m., on weekdays, and from 6:00 p.m. Saturday to 7:00 a.m. the following Monday, and during all legal holidays. These constraints will apply to all construction activities except by variance, reasons of emergency, or as directed by the resident engineer.

In addition to the constraints imposed by the City of Portland, the following construction noise abatement measures will be included in the project construction specifications.

1. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

2. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

LOCAL COORDINATION

To date, no communciation has taken place with local officials concerning the project noise impacts.

A copy of the Draft Environmental Impact Statement, which includes the recommendations in this report, will be circulated to all interested agencies, officials and members of the public. The comments received from this review will be considered in the final noise mitigation recommendations.

These reports will assist local jurisdictions in land use planning for both developed and undeveloped properties in the immediate vicinity of the project. The information contained herein can be used by local planning agencies to protect future land use development from becoming incompatible with anticipated highway noise levels. Mitigation of noise impacts on any undeveloped land will be the responsibility of Multnomah County and the developer. Noise contours contained in this report will aid in determining where noise conflicts will occur. Traffic noise from McLoughlin Boulevard should be considered during the development of present open space lands on the project. Future development adjacent to the proposed project along McLoughlin Boulevard should also take traffic noise into consideration. If traffic noise is or will be a problem, the developer should be requested to solve the problem as a prerequisite to plat approval. Noise impacts can be mitigated by future developers through appropriate application of building setbacks, site design, noise barriers, and acoustical treatment of structures. In this manner, noise abatement becomes a design and construction requirement for any new development.

LCDC STATEWIDE PLANNING GOALS AND GUIDELINES

The Air, Water, and Land Resources Quality goal is to maintain and improve the quality of the air, water, and land resources of the state. Noise is addressed in the "Waste and Process Discharges" section of the LCDC guidelines. New developments must not treaten to violate or violate applicable state or federal environmental quality statutes, rules, and standards. In the absence of an applicable State noise standard, for purposes of review with respect to LCDC coordination, this report has been prepared in accordance with FHWA FHPM 7-7-3. In doing this, the Federal Noise standards have been met.

TABLE 1

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARDS

Activity Category	Design Noise Levels $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	—	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

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TABLE 2

YEAR 2000 PEAK NOISE HOUR TRAFFIC DATA

Section			Traffic Volumes			
From	To	Alternative	Autos*	Medium Trucks	Heavy Trucks	Speed (mph)
Division	Powell	No-Build	3850	220	100	39
"	"	1-2-3	4250	230	100	39
Powell	Holgate	No-Build	4950	310	130	34
"	"	1-2-3	5700	310	130	37
Holgate	Milwaukie	No-Build	4050	255	115	37
"	"	1-2-3	4850	280	120	38
Milwaukee	17th	No-Build	3450	220	90	39
"	"	1-2-3	4800	230	90	39
17th	Bybee	No-Build	3250	190	90	40
"	"	1-2-3 Tacoma O'Xing	5000	230	100	39
"	"	1-2-3 Tacoma @ Grade	5000	220	110	36
Bybee	Tacoma	No-Build	2900	190	90	40
"	"	1-2 Tacoma O'Xing	4800	230	90	39
"	"	3 Tacoma O'Xing	4800	230	105	39
"	"	1-2 Tacoma @ Grade	4800	230	110	37
"	"	3 Tacoma @ Grade	4800	240	120	37
Tacoma	Ochoco	No-Build	3200	200	70	30
"	"	1-2-3	4750	250	90	39
Ochoco	Clack. Hwy.	No-Build	2800	190	60	35
"	"	1-2-3	4550	250	80	39
Clack. Hwy.	River Rd.	No-Build	1600	130	40	28
"	"	1-2-3	2300	160	50	31

*Level of Service "C" Volumes

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McLoughlin Boulevard
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Table 3

EXISTING NOISE MEASUREMENTS

Site	Location	Autos	Medium Trucks	Heavy Trucks	Speed	Measured Leq	Predicted Leq (SNAP 1.0)	Predicted Leq (STAMINA 1.0)	Difference (+ or -)	Remarks
1	Westmoreland Park (South End)	2205	106	145	40	55 dBA	56 dBA	56 dBA	+1	Representative of noise levels in human use ~~are~~ of park area
2	Corner of Reedway and McLoughlin	2128	115	198	37	72 dBA	73 dBA	73 dBA	+1	Representative of residential noise levels along 23rd Avenue
3	Corner of Cora and 9th	2773	122	146	39	70 dBA	71 dBA	71 dBA	+1	Representative of residential noise levels along 9th Avenue
4	Corner of Haig and 7th	3100	119	163	39	71 dBA	69 dBA	69 dBA	-2	Representative of residential noise levels along 7th Avenue

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TABLE 4
YEAR 2000 UNSHIELDED NOISE CONTOUR DISTANCES

Section	Alternative	Distance from Existing Roadway Centerline to Unshielded Noise Contours (Feet)* Leq 62 dBA	Leq 67 dBA	Leq 72 dBA
Division-Powell	No-Build	322	150	69
" "	1-2-3	332	154	72
Powell-Holgate	No-Build	320	148	69
" "	1-2-3	372	173	80
Holgate-Milwaukie	No-Build	323	150	69
" "	1-2-3	358	166	77
Milwaukie-17th	No-Build	306	142	66
" "	1-2-3	334	155	72
17th-Reedway	No-Build	305	142	66
" "	1-2-3 Structure @ Tacoma	346	161	75
" "	1-2-3 Tacoma @ Grade	314	146	68
Reedway-Bybee	No-Build	305	142	66
" "	1-2-3 Structure @ Tacoma	301 (W) 391 (E)	116 (W) 206 (E)	30 (W) 120 (E)
" "	1-2-3 Tacoma @ Grade	269 (W) 359 (E)	101 (W) 191 (E)	23 (W) 113 (E)
Bybee-Tacoma	No-Build	298	138	64
" "	1-2 Structure @ Tacoma	289 (W) 379 (E)	110 (W) 200 (E)	27 (W) 117 (E)
" "	3 Structure @ Tacoma	302 (W) 392 (E)	116 (W) 206 (E)	30 (W) 120 (E)
" "	1-2 Tacoma @ Grade	280 (W) 370 (E)	106 (W) 196 (E)	25 (W) 115 (E)
" "	3 Tacoma @ Grade	290 (W) 380 (E)	111 (W) 201 (E)	27 (W) 117 (E)
Tacoma-Ochoco	No-Build	190	88	41
" "	1-2-3	331 (W) 345 (E)	150 (W) 164 (E)	66 (W) 80 (E)
Ochoco-Clack. Hwy.	No-Build	219	102	47
" "	1-2-3	286 (W) 376 (E)	111 (W) 191 (E)	30 (W) 110 (E)
Clack. Hwy.-River Rd.	No-Build	119	55	26
" "	1-2-3	163	76	35

*(W) and (E) refer to west and east of existing centerline.

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TABLE 5

TRAFFIC NOISE IMPACTS

	No-Build Alternative			Build Alternatives (All 3)		
Section	Commercial	Exterior	Interior	Commercial	Interior	Exterior
Division-Powell	8	0	1	8	0	1
Powell-Holgate	2	19	34	2	19	34
Holgate-Milwaukie	0	1	4	0	1	4
Milwaukie-17th	1	0	5	1	0	5
17th-Reedway	6	4	10	6	4	10
Reedway-Bybee	0	21	5	0	21	5
Bybee-Tacoma	0	1	0	0	1	0
Tacoma-Ochoco	1	0	2	6	0	2
Ochoco-Clack. Hwy.	0	0	1	0	0	1
Clack. Hwy.-River Rd.	0	0	0	0	0	0
TOTAL	18	46	62	23	46	62

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Multnomah County

TABLE 6-SPEECH INTERFERENCE LEVEL RELATIONSHIPS

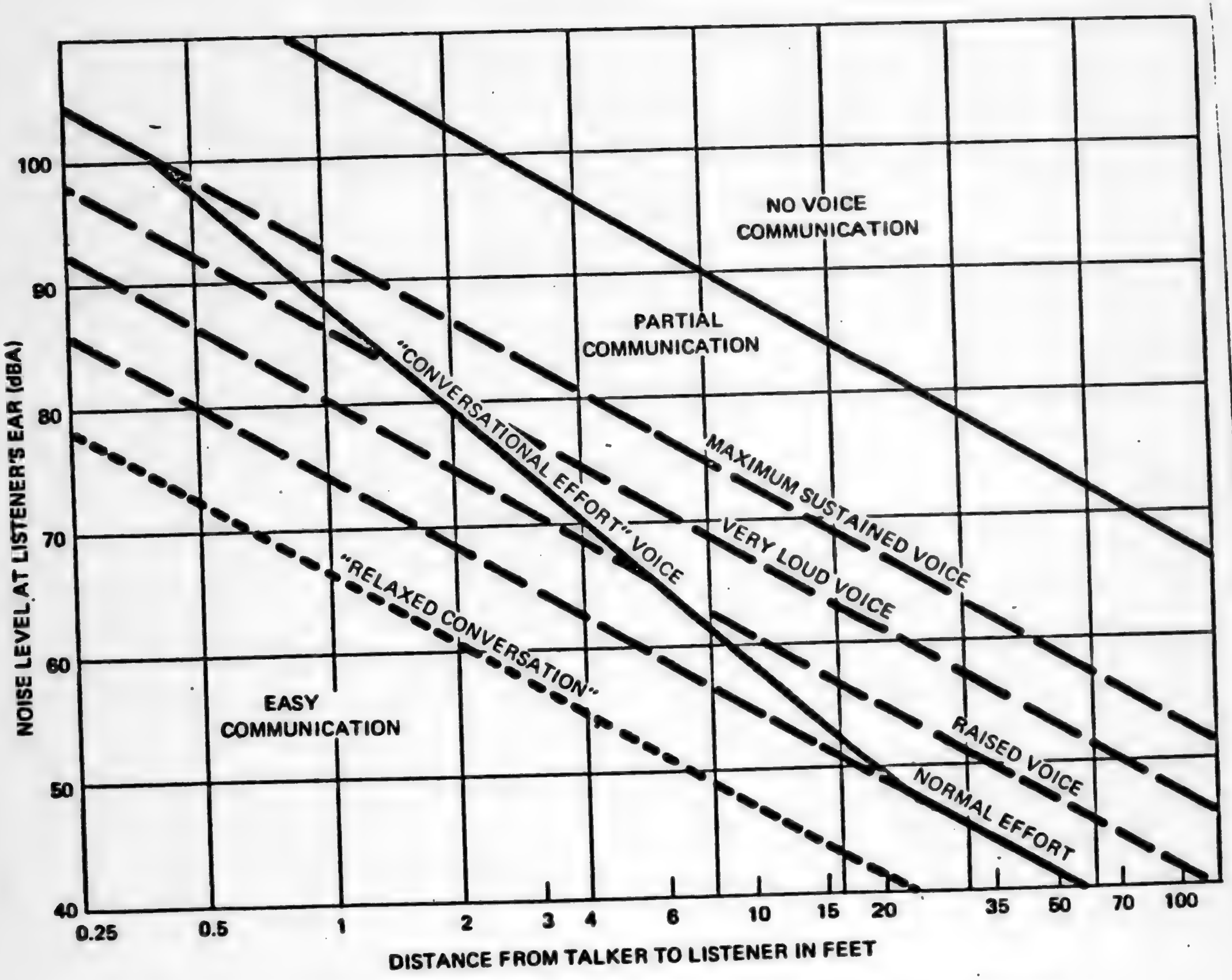

Figure 6-1. Distance at which ordinary speech can be understood (as a function of A-weighted sound levels of masking noise in the outdoor environment).

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TABLE 7

BARRIER COSTS AND NOISE CHARACTERISTICS

					Year 2000 Leq Level(dBA)								
Barrier	Location	Type	Length	Height	No Build	Build	Build w/ Mitigation	dBA Reduction	Property Mitigated	Total Cost	Cost per Dwellling Unit	Cost per dBA per Dwelling Unit	Recommended
1	565+95 to 568+45 Rt.	Prefabricated Wall	250'	8'	77	77	61-65	12-16	4 Dwelling Units	$ 70,000	$17,500	$1,250	Yes
2	544+35 to 549+00 Rt.	Concrete Wall	475'	12'	66-69	67-70	61-63	2-7	10 Dwelling Units	$110,000	$11,000	$2,300	Yes
3	539+95 to 543+65 Rt.	Concrete Wall	370'	10'	65-68	66-69	62-67	2-4	8 Dwelling Units	$ 70,000	$ 8,800	$2,900	Yes
4	515+75 to 527+10 Rt.	Concrete and Steel Wall	1135'	10'	67-68	68-69	62-63	1-7	22 Dwelling Units	$245,000	$11,000	$2,500	Yes
5	453+00 to 467+10 Lt.	A. Concrete Wall B. Concrete Shoulder Barrier	1410'	10'	67-70	67-68	61-62	6-7	24 Dwelling Units	A. $265,000 B. $360,000	A. $11,000 B. $15,000	A. $1,600 B. $2,100	A. Yes B. No
6	443+20 to 452+20 Lt.	Concrete Wall	900'	10'	65-71	65-71	61-63	3-8	Outside activity area of Westmoreland Union Manor	$180,000	n/a	n/a	No
7	437+55 to 439+00 Lt.	Concrete Wall	145'	10'	68-69	67-68	62-63	5	Tennis Court	$ 27,000	n/a	n/a	No
8	408+55 to 436+95 Lt.	A. Concrete Wall B. Concrete Shoulder Barrier	2840'	10'	68-69	67-68	62-63	2-6	Westmoreland Park	A. $530,000 B. $720,000	n/a n/a	n/a n/a	A. No B. No

760,000

68 [illegible]

TABLE 8

CONSTRUCTION EQUIPMENT NOISE RANGES

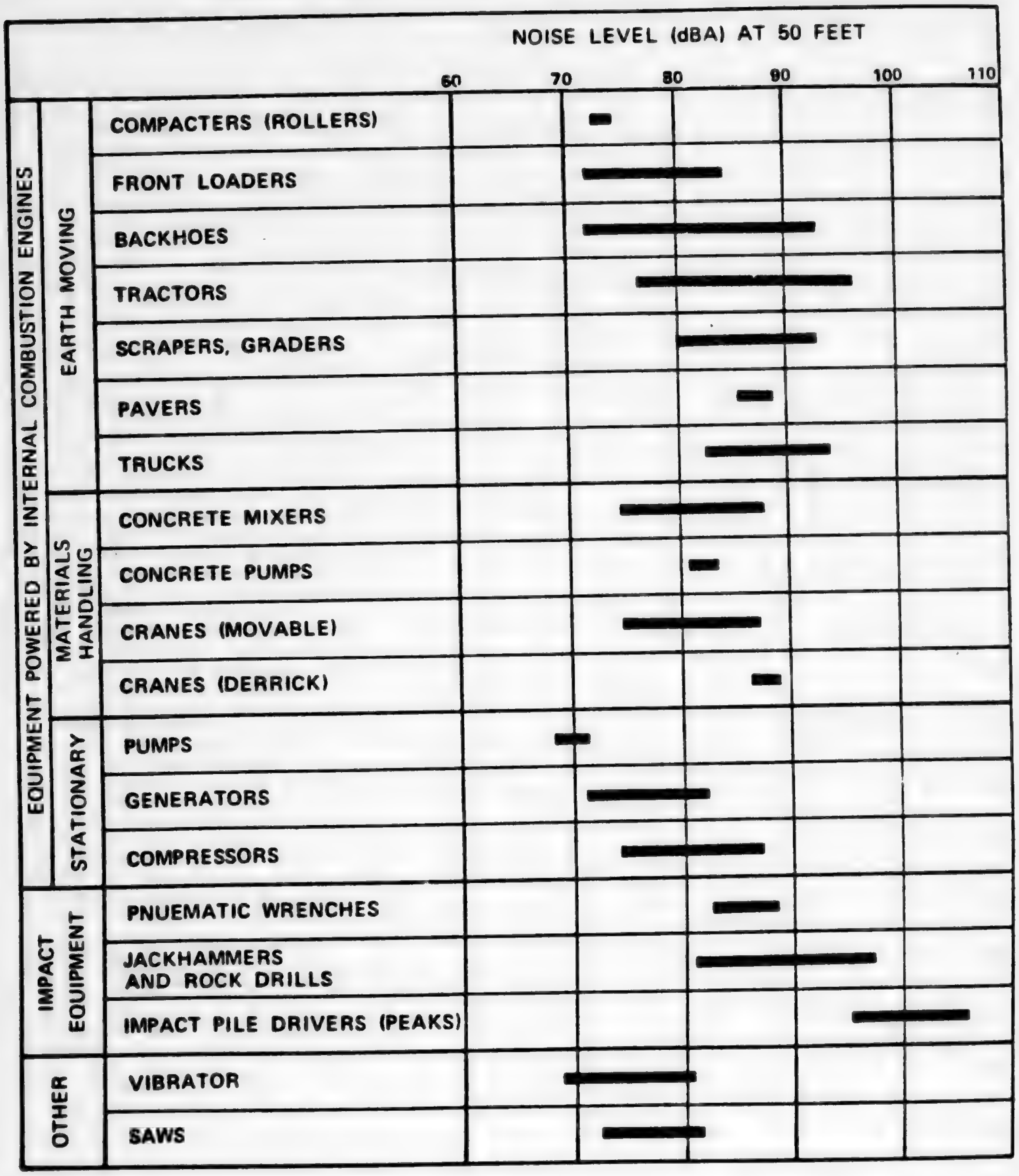

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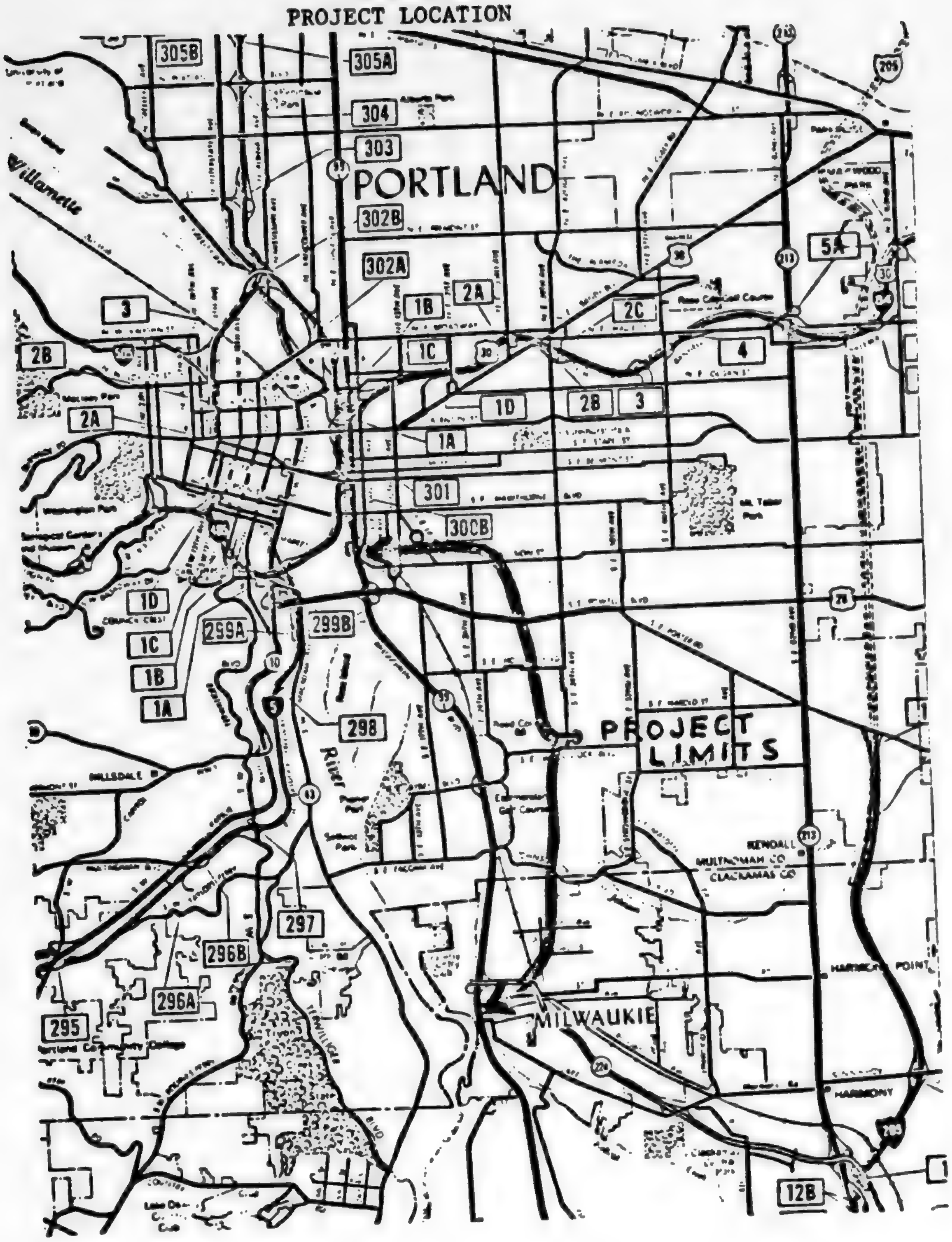
FIGURE 11
PROJECT LOCATION


305B
305A
304
303
PORTLAND
Willamette
302B
302A
1B
2A
2C
5A
3
2B
1C
4
2A
1D
2B
3
1A
301
30CB
1D
1C
1B
1A
299A
299B
298
River
PROJECT LIMITS
MULTNOMAH CO
CLACKAMAS CO
297
296B
296A
295
MILWAUKIE
HARMONY
12B
205

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McLoughlin Blvd.
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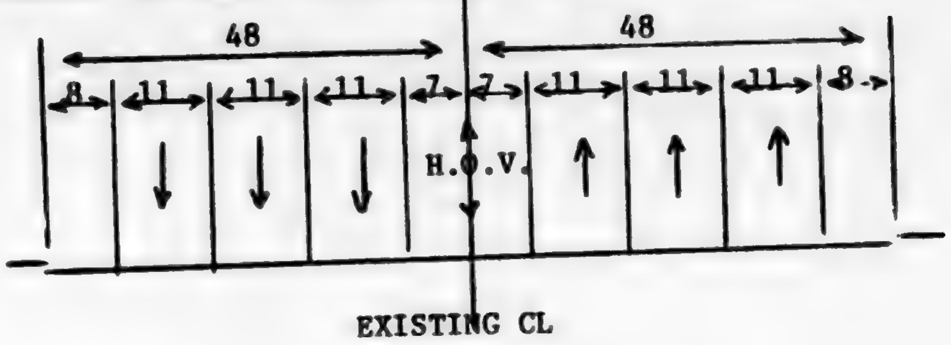
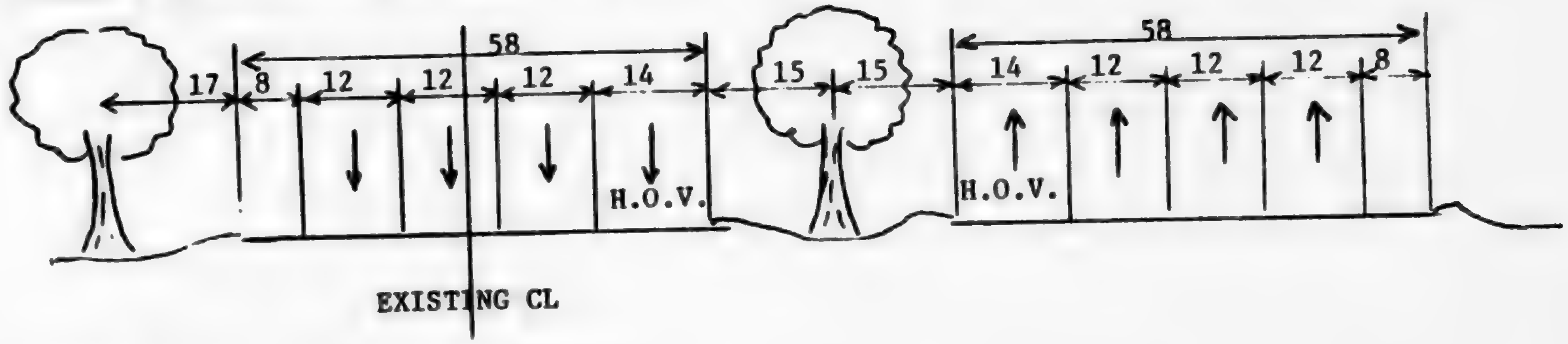
FIGURE 12
PROJECT TYPICAL SECTIONS

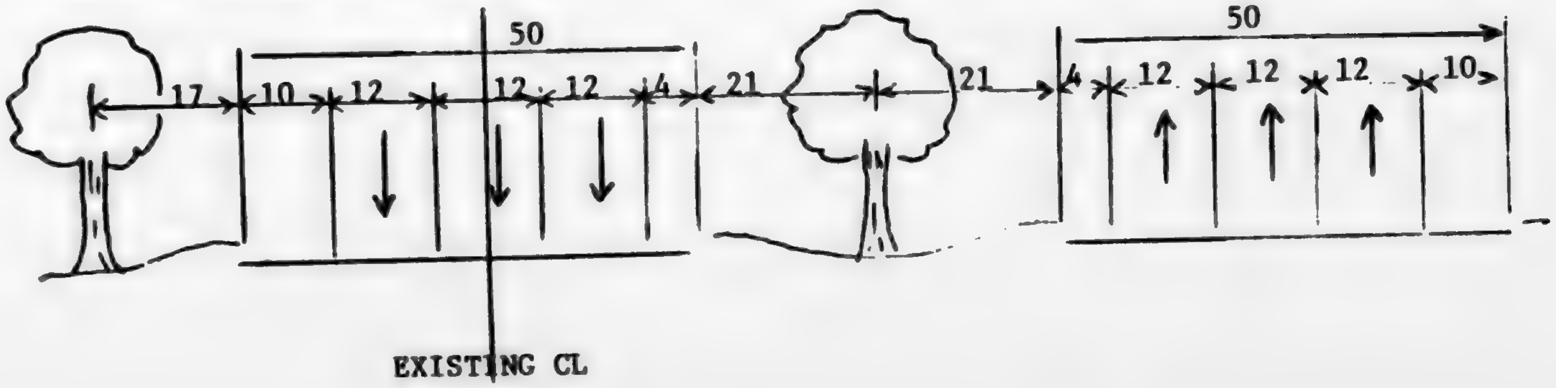
REEDWAY ST.-ROSS ISLAND BRIDGE ALTERNATIVES 1-2-3


48
48
8
11
11
11
7
7
11
11
11
8
H.O.V.
EXISTING CL

TACOMA ST.-REEDWAY ST. ALTERNATIVES 1-2


58
17
8
12
12
12
14
H.O.V.
15
15
58
14
12
12
12
8
H.O.V.
EXISTING CL

TACOMA ST.-REEDWAY ST. ALTERNATIVE 3


50
17
10
12
12
12
4
21
21
50
4
12
12
12
10
EXISTING CL

DEIS Noise Study Report
Union-Grand Viaduct-S.E. River Rd.
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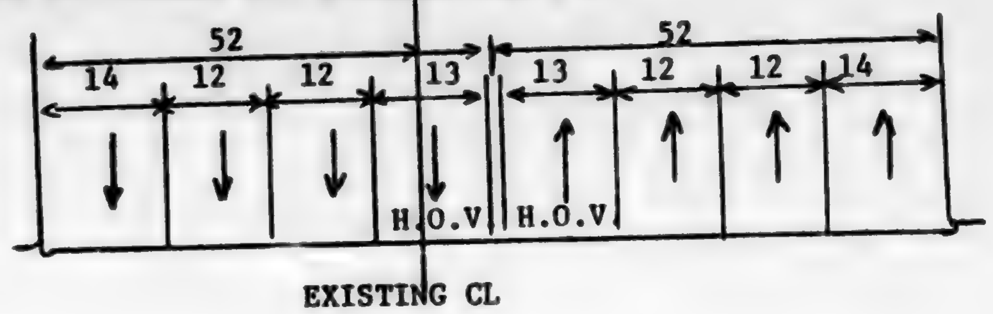
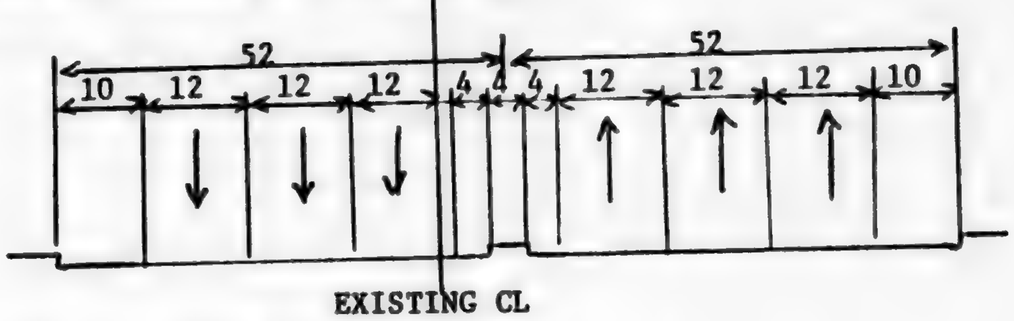
FIGURE 12 (cont.)
PROJECT TYPICAL SECTIONS

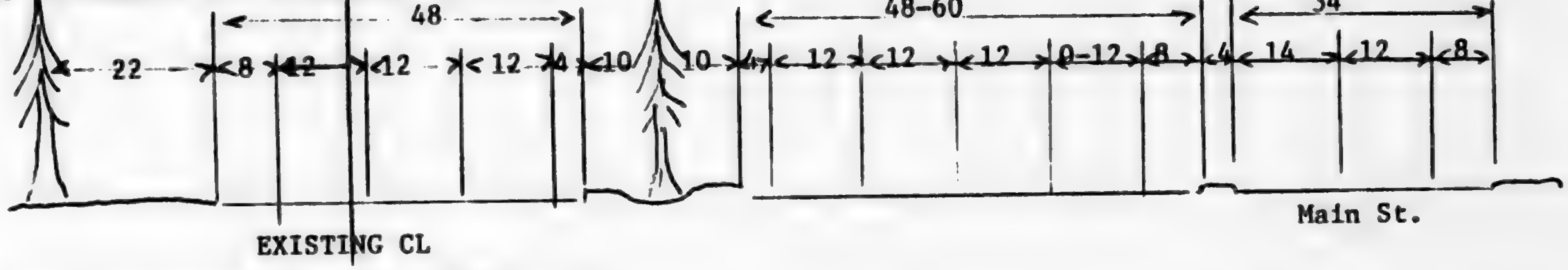
OCHOCO ST.-TACOMA ST. ALTERNATIVES 1-2


52
52
14
12
12
13
13
12
12
14
H.O.V
H.O.V
EXISTING CL

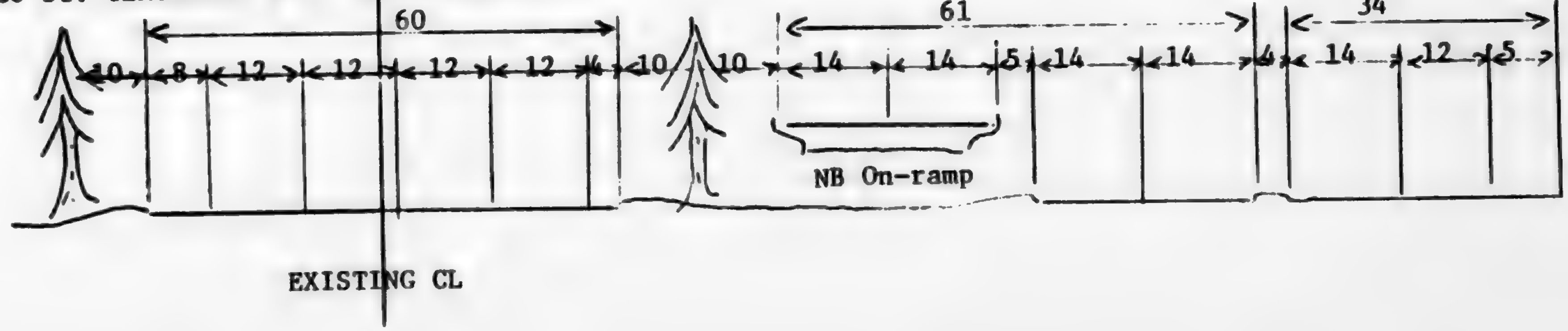
OCHOCO ST.-TACOMA ST. ALTERNATIVE 3


52
52
10
12
12
12
4
4
4
12
12
12
10
EXISTING CL

MILPORT ST.-OCHOCO ST. ALTERNATIVES 1-2-3

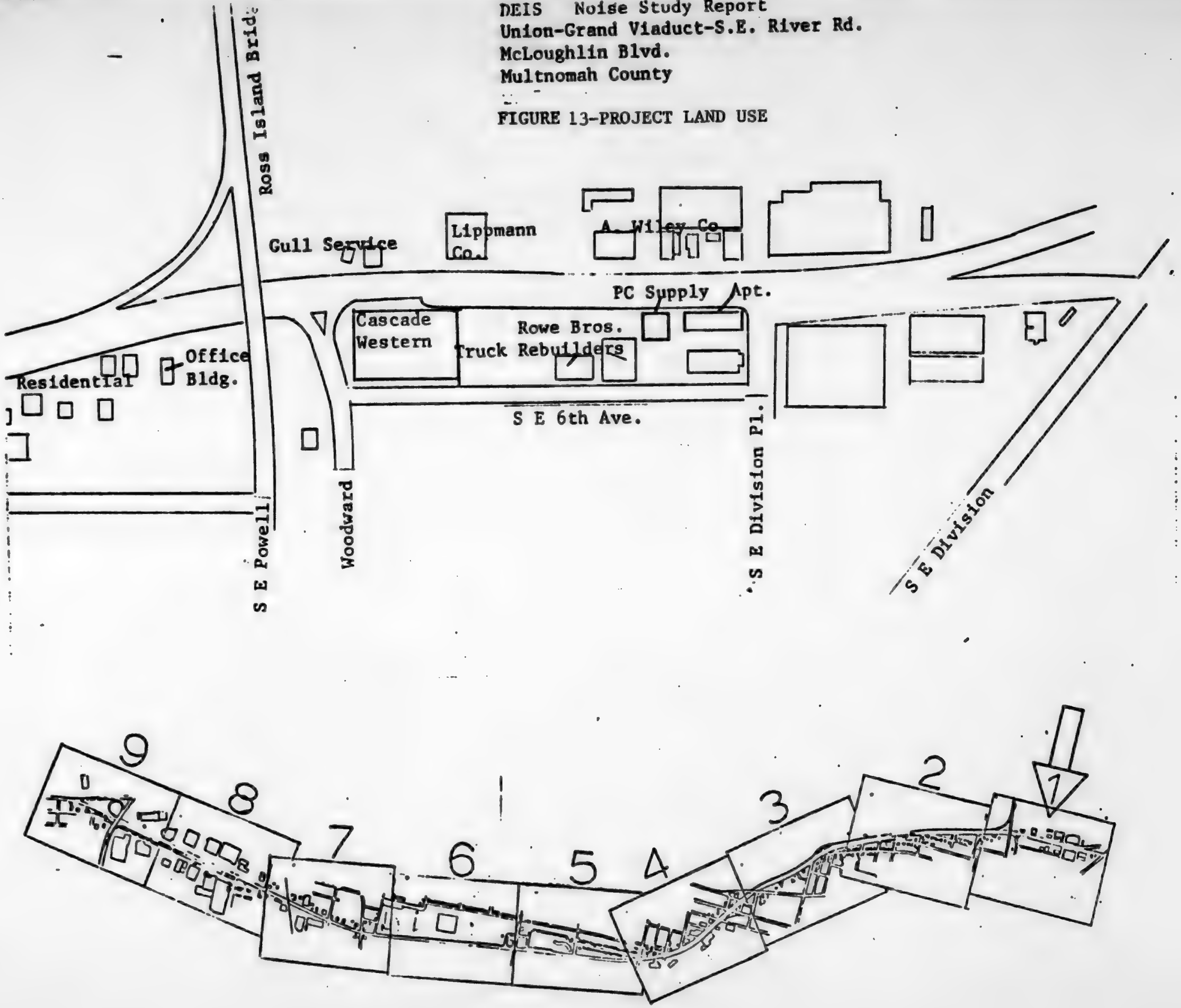

48
48-60
34
22
8
12
12
12
4
10
10
4
12
12
12
0-12
8
4
14
12
8
EXISTING CL
Main St.

OCHOCO ST.-CLACKAMAS HWY. ALTERNATIVES 1-2-3


60
61
34
10
8
12
12
12
12
4
10
10
14
14
5
14
14
4
14
12
5
NB On-ramp
EXISTING CL

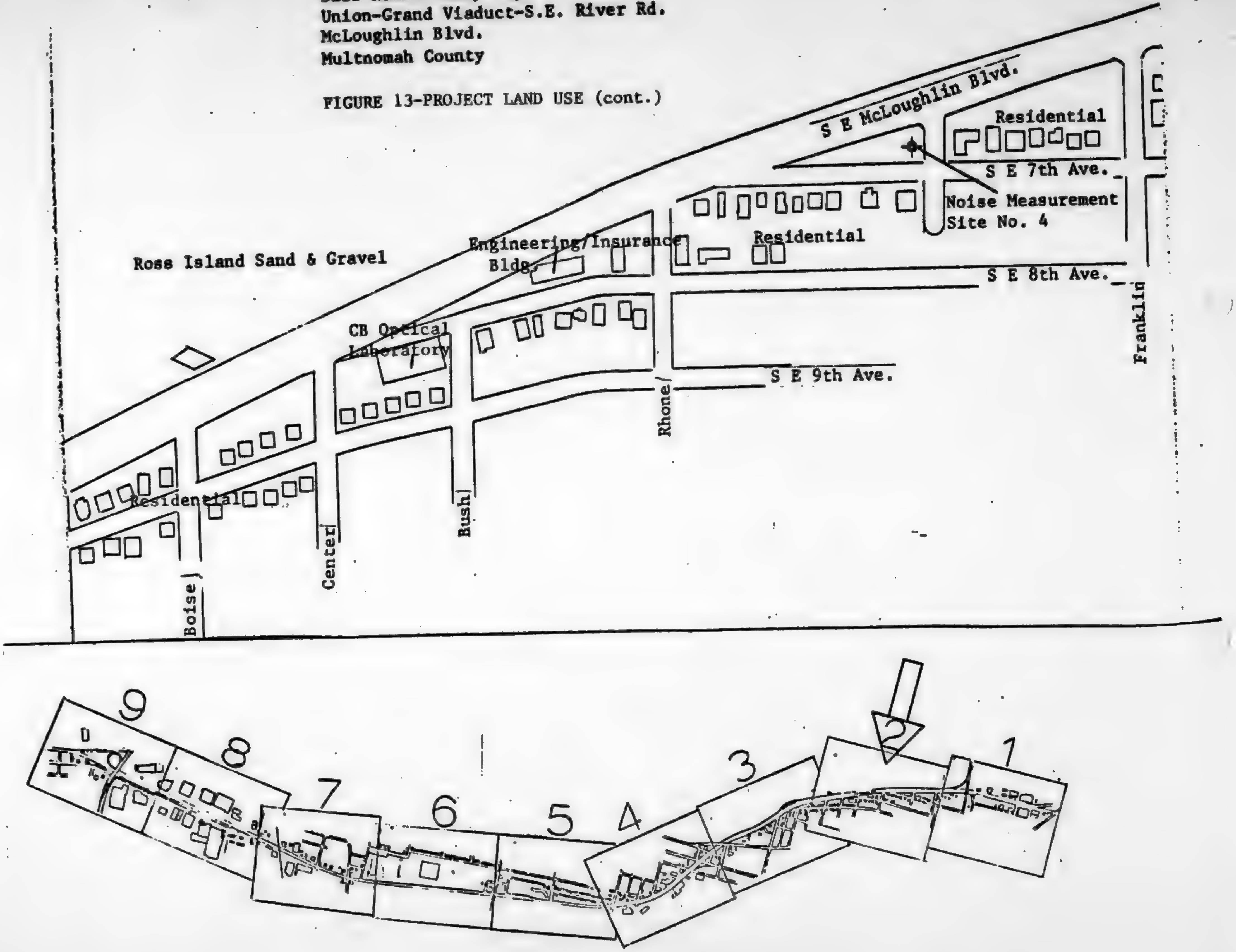
DEIS Noise Study Report
Union-Grand Viaduct-S.E. River Rd.
McLoughlin Blvd.
Multnomah County

FIGURE 13-PROJECT LAND USE


Ross Island Bridge
Gull Service
Lippmann Co.
A. Wiley Co.
PC Supply
Apt.
Cascade Western
Rowe Bros. Truck Rebuilders
Office Bldg.
Residential
S E 6th Ave.
S E Powell
Woodward
S E Division Pl.
S E Division
9
8
7
6
5
4
3
2
1

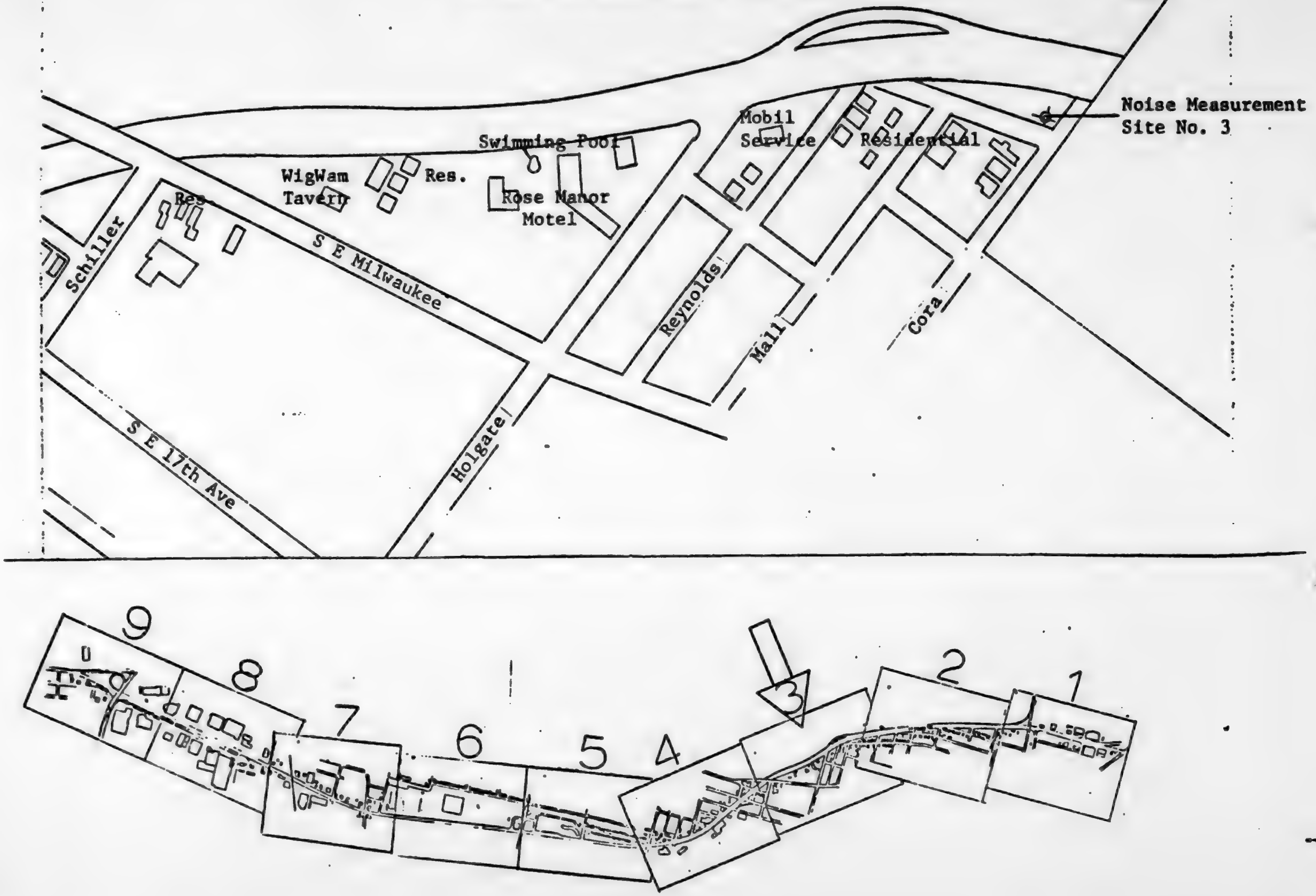
DEIS Noise Study Report
Union-Grand Viaduct-S.E. River Rd.
McLoughlin Blvd.
Multnomah County

FIGURE 13-PROJECT LAND USE (cont.)


S E McLoughlin Blvd.
Residential
S E 7th Ave.
Noise Measurement
Site No. 4
Residential
Engineering/Insurance
Bldg.
Ross Island Sand & Gravel
S E 8th Ave.
CB Optical
Laboratory
S E 9th Ave.
Franklin
Rhone
Residential
Bush
Center
Boise
9
8
7
6
5
4
3
2
1

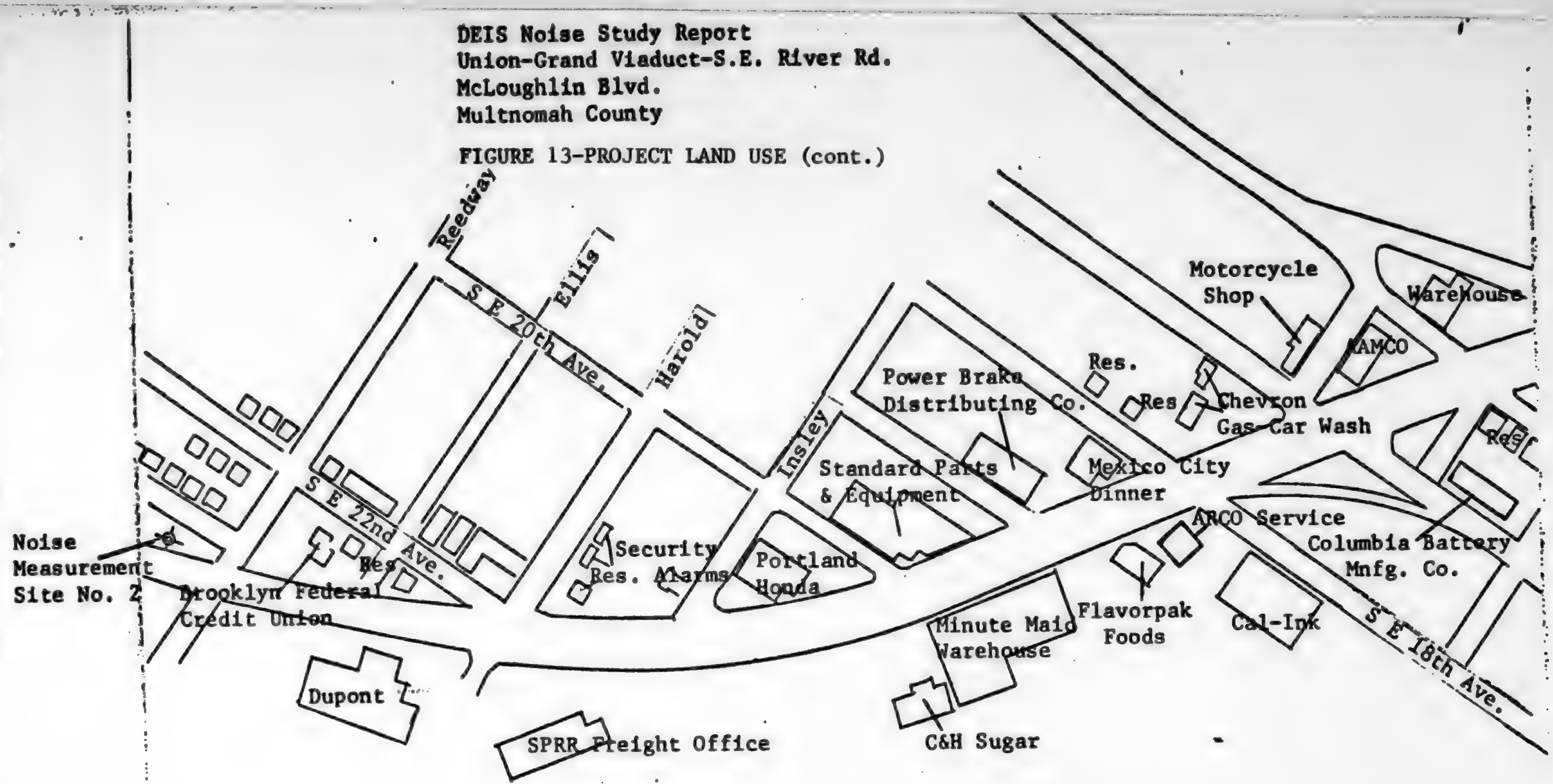
DEIS Noise Study Report
Union-Grand Viaduct-S.E. River Rd.
McLoughlin Blvd.
Multnomah County

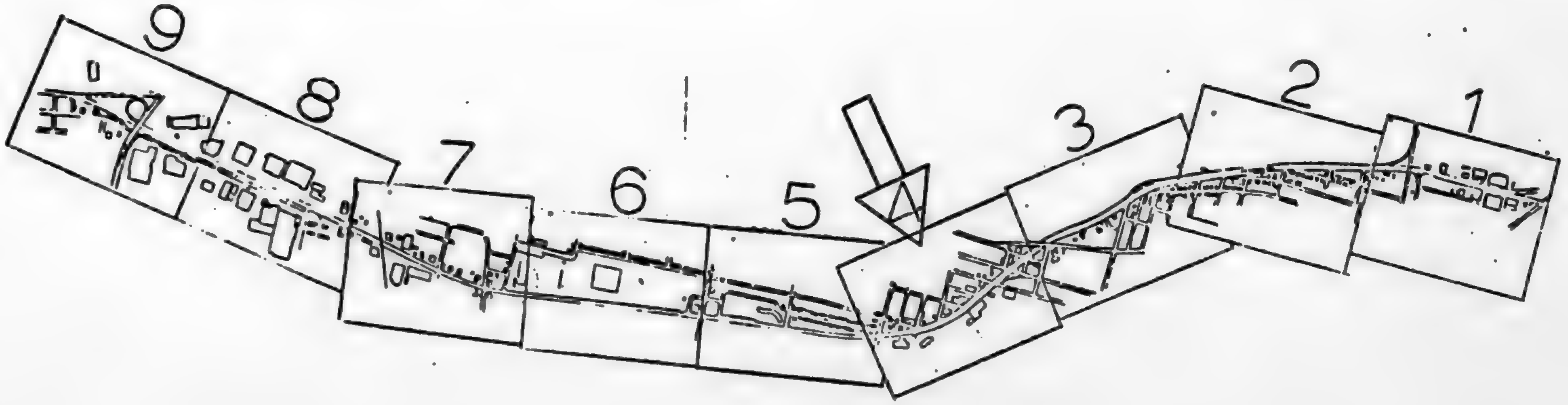
FIGURE 13-PROJECT LAND USE (cont.)


Noise Measurement
Site No. 3
Mobil
Service
Residential
Swimming Pool
WigWam
Tavern
Res.
Rose Manor
Motel
Res.
Schiller
S E Milwaukee
Reynolds
Mall
Cora
Holgate
S E 17th Ave
9
8
7
6
5
4
3
2
1

DEIS Noise Study Report
Union-Grand Viaduct-S.E. River Rd.
McLoughlin Blvd.
Multnomah County

FIGURE 13-PROJECT LAND USE (cont.)


Reedway
S E 20th Ave.
Ellis
Harold
Insley
Motorcycle Shop
Warehouse
AMCO
Res.
Res
Chevron Gas-Car Wash
Res
Power Brake Distributing Co.
Standard Parts & Equipment
Mexico City Dinner
ARCO Service
Columbia Battery Mnfg. Co.
Security Alarms
Res.
Portland Honda
Noise Measurement Site No. 2
S E 22nd Ave.
Res
Brooklyn Federal Credit Union
Minute Maid Warehouse
Flavorpak Foods
Cal-Ink
S E 18th Ave.
Dupont
SPRR Freight Office
C&H Sugar



DEIS Noise Study Report
Union-Grand Viaduct-S.E. River Rd.
McLoughlin Blvd.
Multnomah County

FIGURE 13-PROJECT LAND USE (cont.)

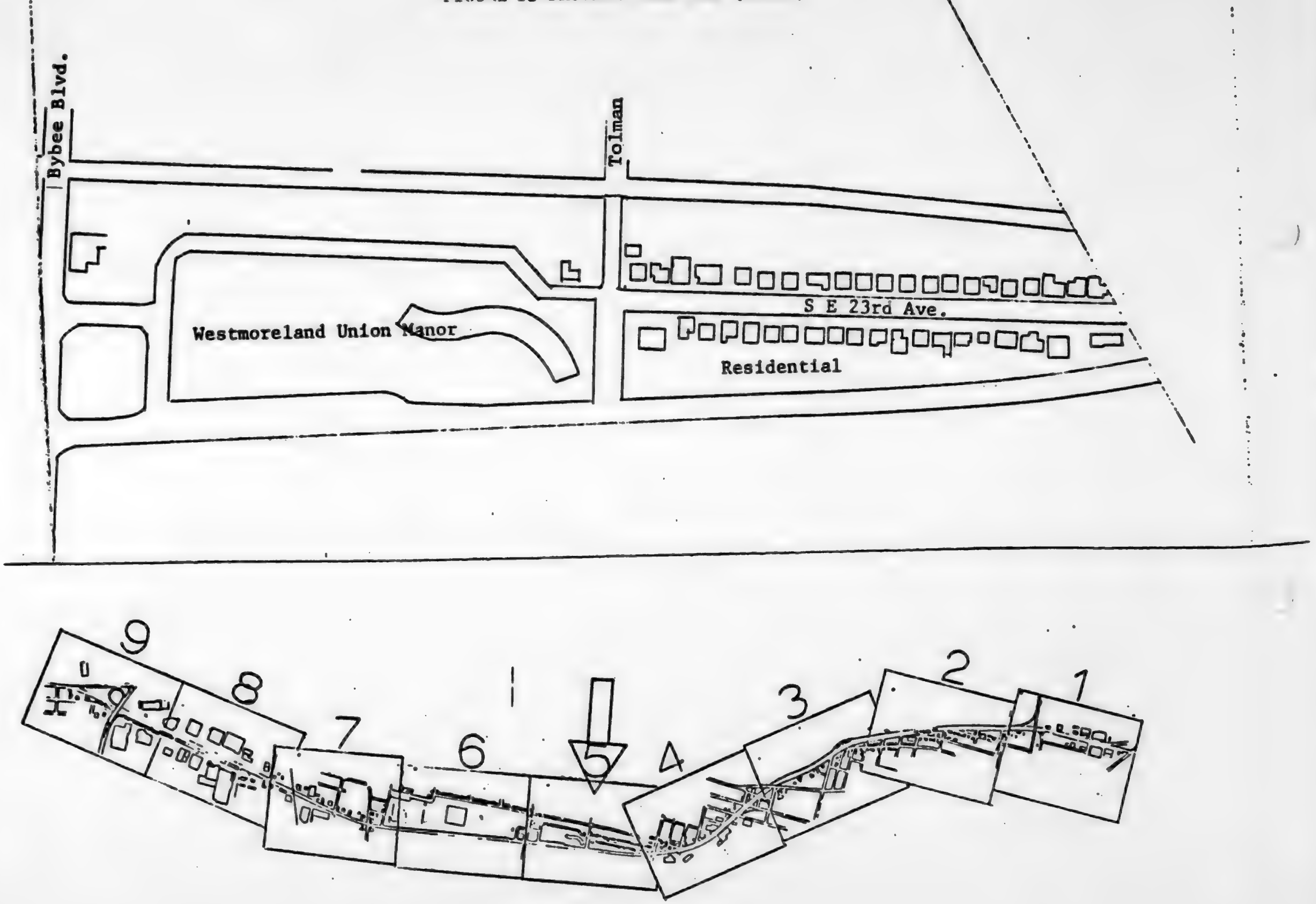
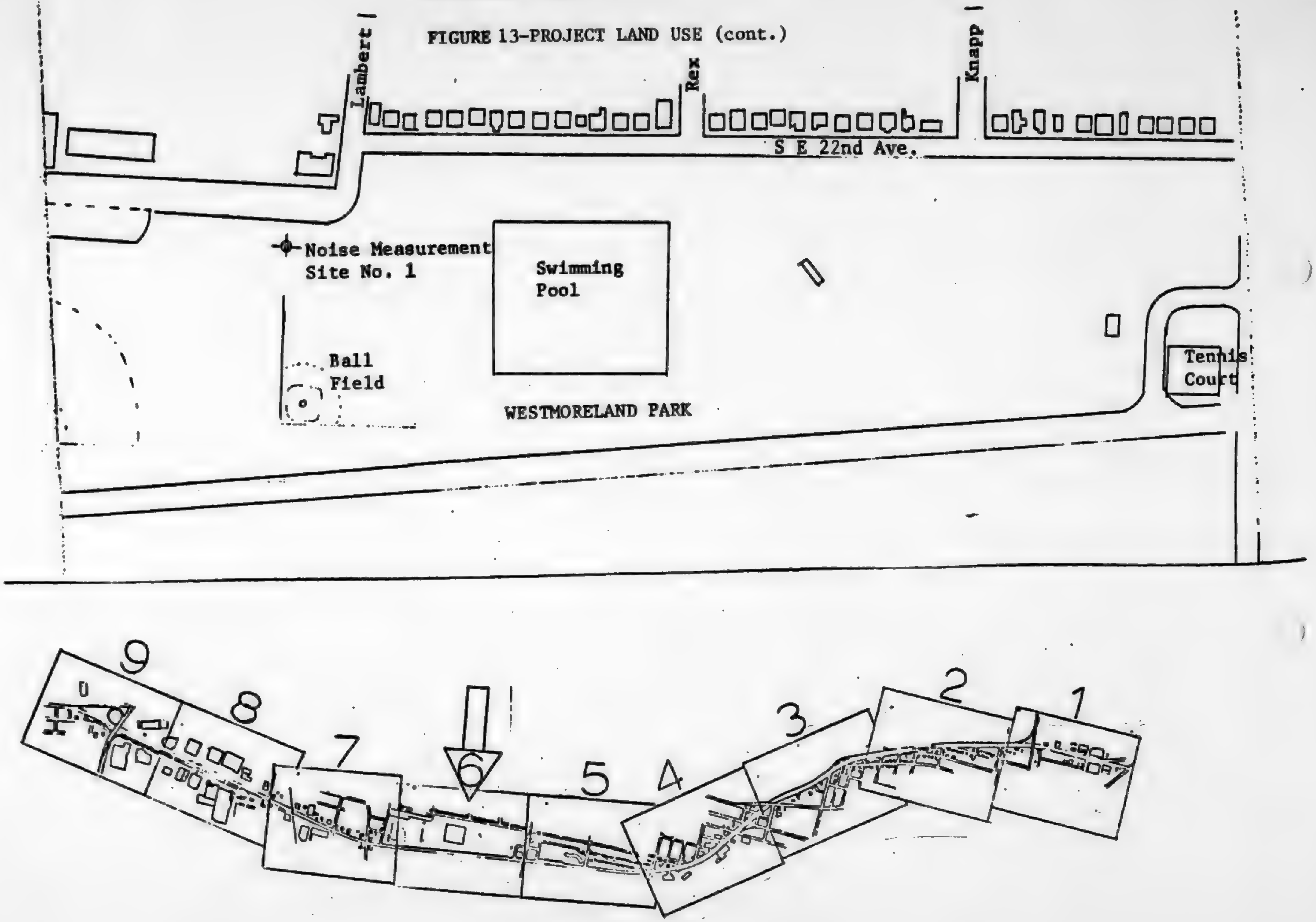
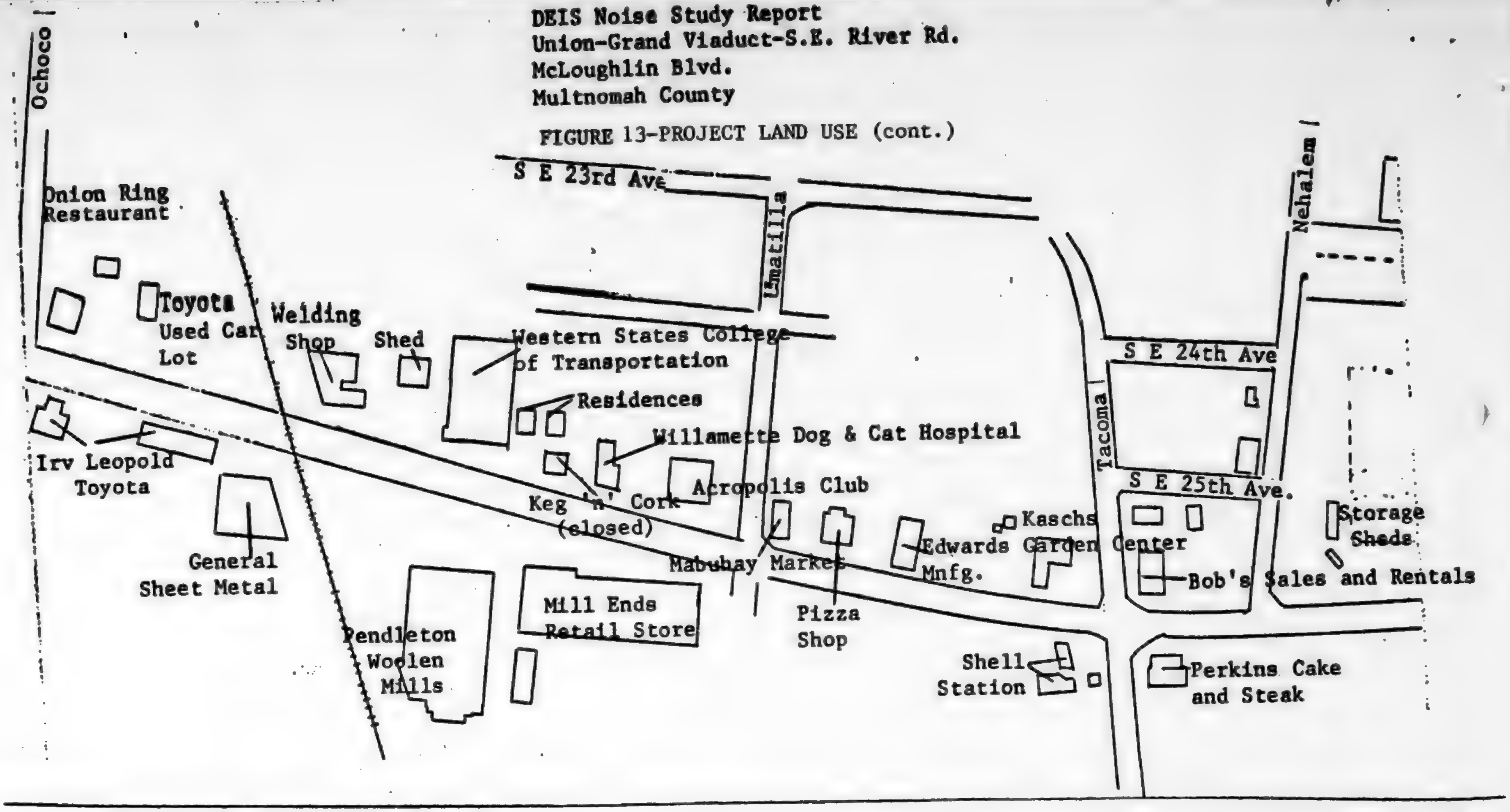

Bybee Blvd.
Tolman
S E 23rd Ave.
Westmoreland Union Manor
Residential
9
8
7
6
5
4
3
2
1

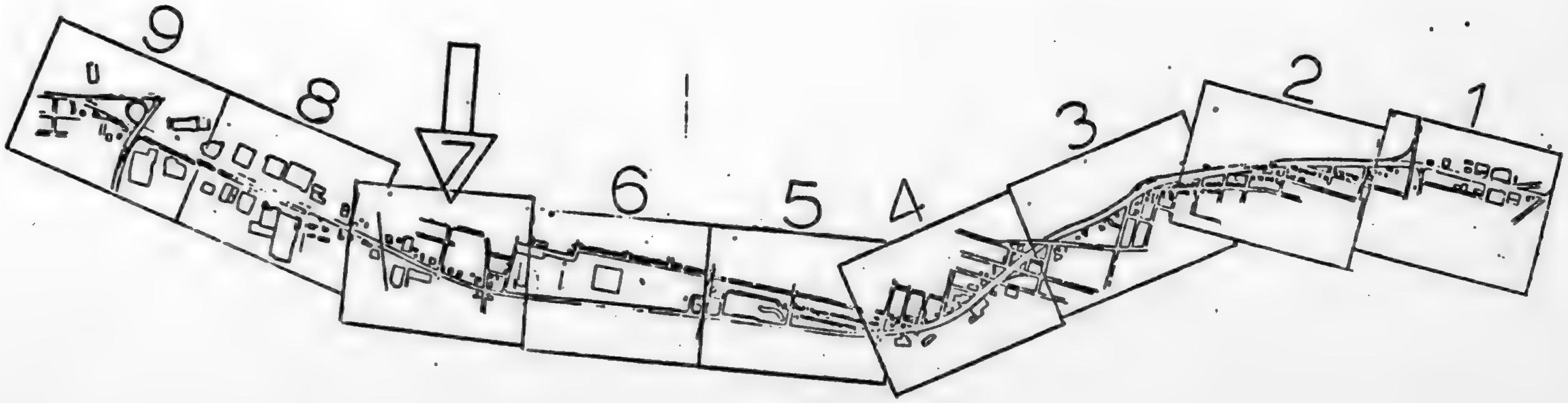
FIGURE 13-PROJECT LAND USE (cont.)


Lambert
Rex
Knapp
S E 22nd Ave.
Noise Measurement
Site No. 1
Swimming
Pool
Ball
Field
Tennis
Court
WESTMORELAND PARK
9
8
7
6
5
4
3
2
1

DEIS Noise Study Report
Union-Grand Viaduct-S.E. River Rd.
McLoughlin Blvd.
Multnomah County

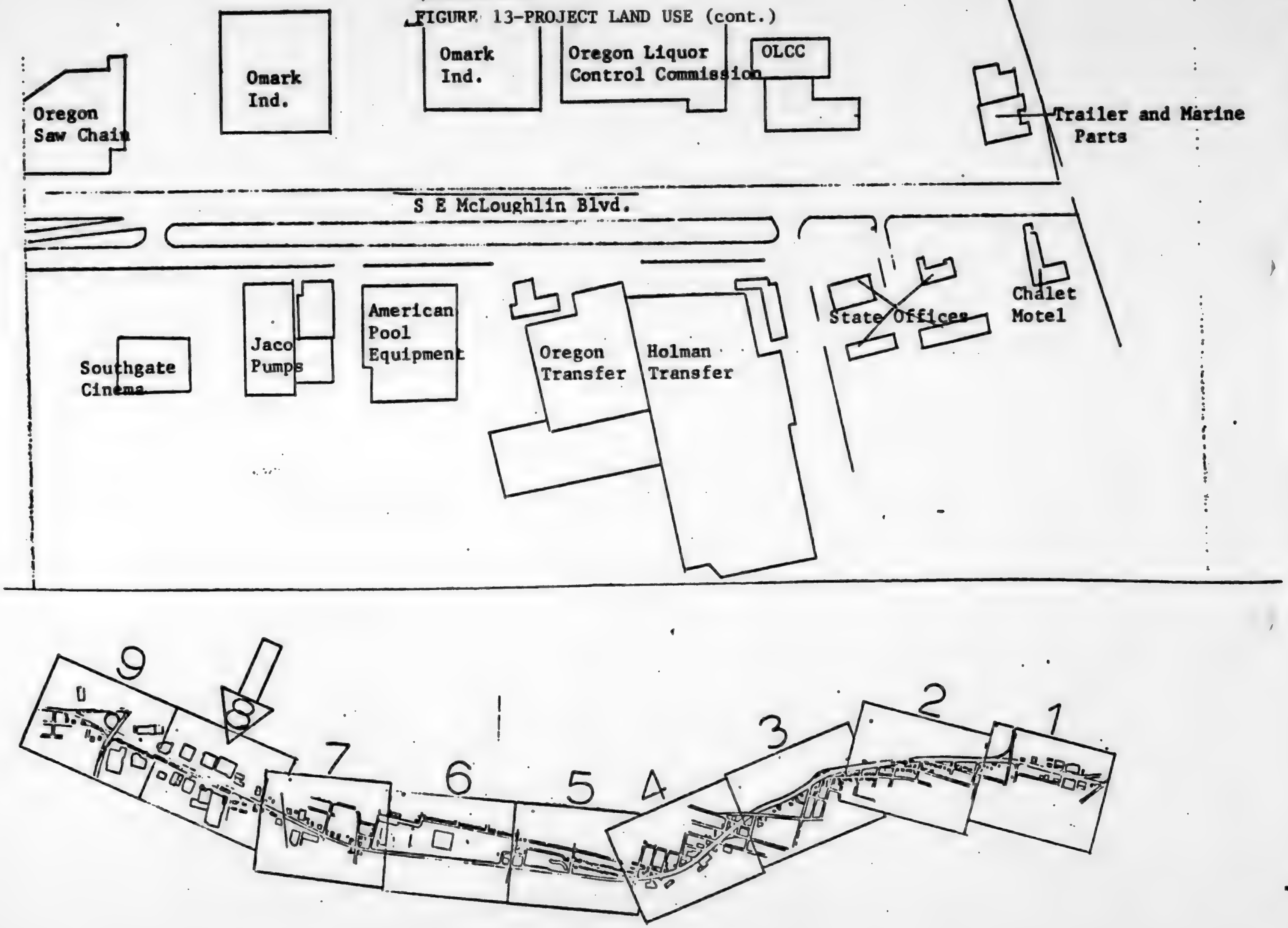
FIGURE 13-PROJECT LAND USE (cont.)


Ochoco
S E 23rd Ave
Umatilla
Nehalem
Onion Ring Restaurant
Toyota Used Car Lot
Welding Shop
Shed
Western States College of Transportation
Residences
Willamette Dog & Cat Hospital
Irv Leopold Toyota
Keg 'n' Cork (closed)
Acropolis Club
General Sheet Metal
Mabuhay Market
Pizza Shop
Kaschs
Edwards Garden Center
Mnfg.
Tacoma
S E 24th Ave
S E 25th Ave.
Storage Sheds
Bob's Sales and Rentals
Pendleton Woolen Mills
Mill Ends Retail Store
Shell Station
Perkins Cake and Steak



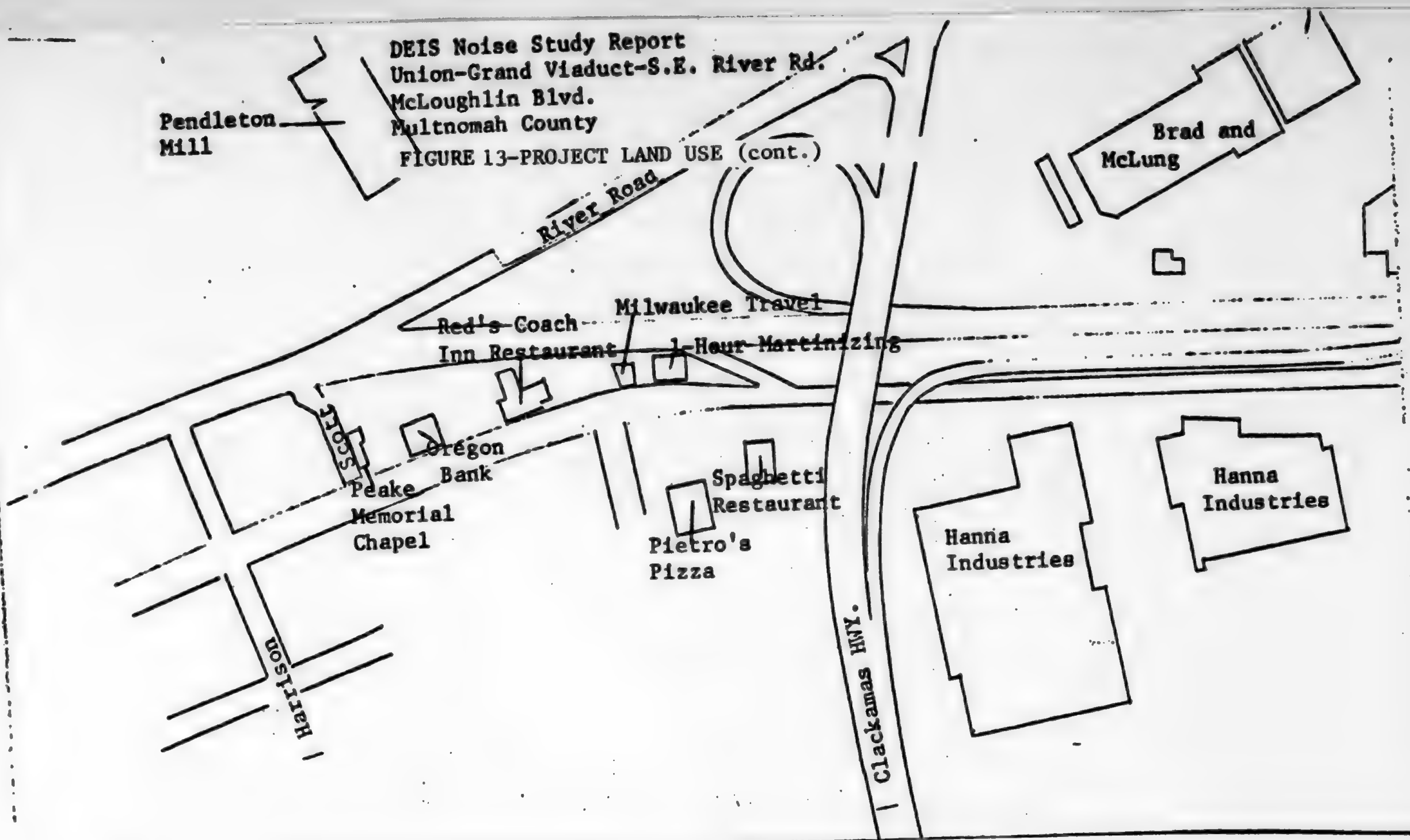
DEIS Noise Study Report
Union-Grand Viaduct-S.E. River Rd.
McLoughlin Blvd.
Multnomah County

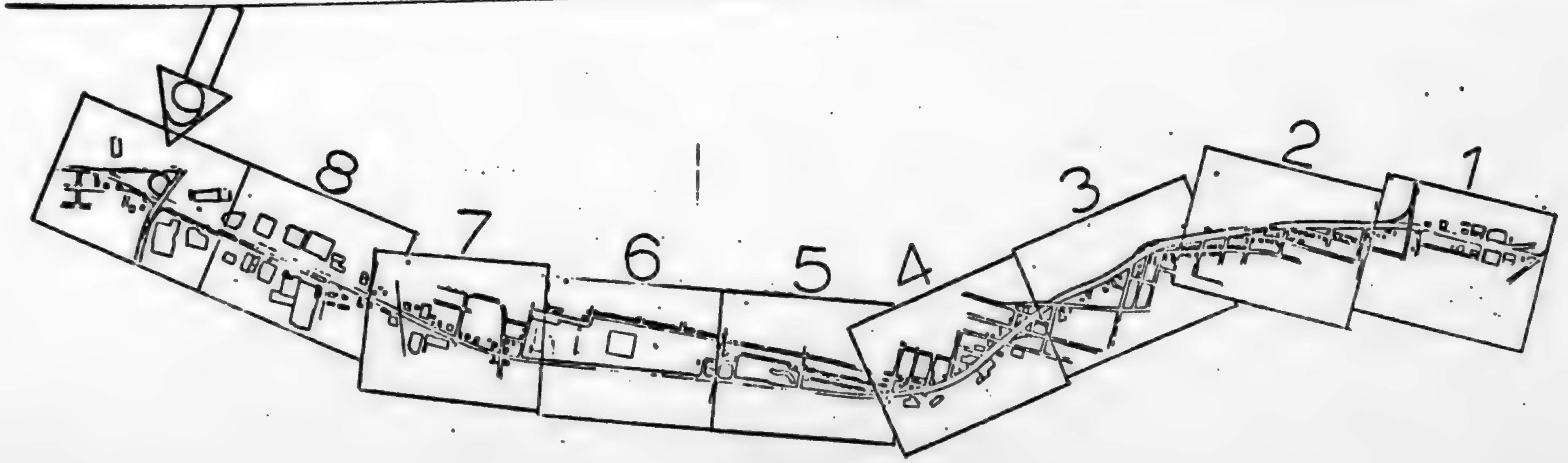
FIGURE 13-PROJECT LAND USE (cont.)


Omark Ind.
Omark Ind.
Oregon Liquor Control Commission
OLCC
Oregon Saw Chain
Trailer and Marine Parts
S E McLoughlin Blvd.
Southgate Cinema
Jaco Pumps
American Pool Equipment
Oregon Transfer
Holman Transfer
State Offices
Chalet Motel
9
8
7
6
5
4
3
2
1

DEIS Noise Study Report
Union-Grand Viaduct-S.E. River Rd.
McLoughlin Blvd.
Multnomah County

FIGURE 13-PROJECT LAND USE (cont.)


Pendleton Mill
Brad and McLung
River Road
Red's Coach Inn Restaurant
Milwaukee Travel
1-Hour Martinizing
Scott
Oregon Bank
Peake Memorial Chapel
Spaghetti Restaurant
Pietro's Pizza
Hanna Industries
Hanna Industries
Clackamas HWY.
Harrison



APPENDIX A

MITIGATION OF NOISE IMPACTS--GENERAL DISCUSSION

In order to mitigation noise impacts at the areas identified in the TRAFFIC NOISE IMPACTS section of this report, the following noise abatement measures were investigated for feasibility:

Prohibition or Time Restriction of Heavy Trucks - Prohibiting and/or restricting heavy trucks for noise mitigation was considered impractical because McLoughlin Boulevard is a major commercial route. Such a mitigation measure would interfere with the flow of commerce, which is a major purpose of the roadway. Therefore, this mitigation measure is not recommended.

Modification of Speed Limits - Lowering speed limits to reduce traffic noise was considered impractical because such an action would be inconsistent with the overall project purpose. Therefore, this mitigation measure is not recommended.

Exclusive Lane Designation - Prohibiting trucks or buses on certian traffic lanes can be implemented to reduce traffic noise. However, there are no such limitations on this project. Certain travel lanes will be designated for high occupancy vehicles such as carpools and buses, but noise will not be reduced significantly because trucks will still travel in the regular traffic lanes. Further restriction of trucks to certain travel lanes would be impractical, so this mitigation measure is not recommended.

Changes in Horizontal or Vertical Alignment - The horizontal alignment is largely limited to the existing corridor. Between Reedway Street and Tacoma Street, and between Ochoco Street and River Road, the northbound travel lanes are being realigned further east, thereby reducing traffic noise on the west side of the roadway. Since there is noise sensitive property on the west side of the roadway between Reedway Street and Tacoma Street, and because the northbound lanes are being shifted to a less noise-sensitive area, the realignment of the northbound lanes can in itself be called a noise mitigation measure.

The vertical alignment will not change significantly in the main roadway. Noise levels from the elevated Tacoma overcrossing structure will not be significantly different from the "at grade" roadway crossing. Noise levels would increase slightly with the Tacoma overcrossing option because travel speeds on the main roadway would be higher. Therefore, from a noise mitigation standpoint the Tacoma overcrossing option would be less desirable than the "at-grade" roadway option.

Construction of Noise Barriers - Noise barriers were also evaluated for feasibility. Noise barriers are designed to block the noise between a noise source and a receptor. Noise barriers, to be effective, must be both high enough to break the line-of-sight between trucks and the receptor, and long enough to prevent the "flanking" of noise around the ends of the barrier. Barriers must also be continuous without breaks or holes to be effective.

Noise barriers were not considered in commercial areas because too many access openings would be required. Also, noise barriers could block the view of businesses, thereby affecting advertising. For these reasons, noise barriers were investigated only in residential and public use areas.

Noise barriers were also ruled out in any area where driveway access to McLoughlin Boulevard would be locked or where sight distance between the driveway and McLoughlin Boulevard would be impaired.

Noise barriers were found to be feasible at eight separate locations. Earth berms were investigated but were not found to be feasible because right-of-way is so limited on the project due to side streets, homes, buildings, and parks located at or near the right-of-way line. There would not be sufficient room for earth berms or berm wall combinations. Only freestanding concrete and metal barriers were considered for further study.

An explanation of the factors affecting the feasibility and practicality of these barriers follows. The locations of the barriers which were examined for feasibility and practicality are shown in Figure 5. The barrier locations are shown in more detail in Figure 4. Table 7 summarizes the costs and noise reduction characteristics of each of the eight barriers which were examined.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: D. R. Adams
Project Development Manager

DATE: October 1, 1981

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Westmoreland Park
Union Grand Avenue-River Road Section
McLoughlin Boulevard
Multnomah County

RECEIVED
TECHNICAL SERVICES
OCT 1 '81
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

I have reviewed your letter, Mr. Sewell's letter, and discussed the potential 4(f) situation with Mr. Christiansen, FHWA.

The first thing I would advise is that for a draft EIS, a 4(f) involvement section must be prepared that discusses all of the ramifications of the project with any 4(f) type properties in appropriate detail. No 4(f) Determination itself is prepared at that time due to the consideration of alternatives, including the no-build. The draft EIS, with the discussion of the 4(f) situation, is then circulated to the agencies such as from Interior, Agriculture and other officials who by their expertise, and as required by Section 4(f) itself, will comment on the document and the potential for 4(f) involvement. This will give some indication of what these agencies position might be.

Depending upon the alternative chosen and the particulars of the situation, a 4(f) Determination is prepared for the selected alternative, or the reasons for not preparing one are given.

I agree that a 4(f) statement is not necessary for the loss of parking Per se, and that circulation of the DEIS, public and agency review, and the public hearing are all tools to be used to determine our position.

If we propose mitigation, use of parkland to provide replacement parking would probably require a 4(f) Determination, while replacement of parking on property that is not parkland would not.

As to the effects of parking removal alone, our policy is that incidental or minor indirect effects in the absence of a physical acquisition of parkland does not require a 4(f) Determination. An indirect or secondary effect on 4(f) properties in the absence of a physical acquisition of the property must be a severe enough effect as to substantially interfere with the activity taking place or otherwise interfere with the intended use of the 4(f) property.

We probably should mention and analyze the various mitigation alternatives and list the benefits and disadvantages of each so that information is also part of the public and agency review process. This would help us define our mitigation if we should decide to pursue it.

Now, what was the question?

GAP:ct

cc: H. S. Coulter
E. S. Hunter w/attach

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 29, 1981

File No: 26-1926

TO: GARY POTTER
Environmental Section

FROM: D. R. ADAMS
Project Development Manager

SUBJECT: Westmoreland Park
Union Grand Avenue to River Road Section
McLoughlin Boulevard

The enclosed letter from Mr. Sewell refers to the need for parking loss mitigation for Westmoreland Park that should be handled slowly without over-reaction.

The suggested mitigation in Mr. Sewell's September 17 letter doesn't really give us much in the way of hints of what may satisfy the Parks Department's needs; however, the only land available in the area where we have a significant parking demand problem is park land. So, to replace the parking, we would have to go into the park proper. I presume some kind of 4f statement would be required for that action.

Some partial mitigation might be obtained at either end of the park. Property could be acquired at the south or north end of the park as replacement parking. These sites are well removed from the activity areas, however, and would have little replacement value. I doubt the north and south property parking areas would relieve current neighborhood parking problems.

Since we requested the comments from Parks, I think they should be taken into account in the EIS. I don't believe a 4f statement is necessary due to the loss of parking. However, I think some indication in the EIS of the Park Department's concerns should be made. At this point, I am not ready to propose what mitigation should be undertaken. Rather, we should let the review and hearing process determine whether or not replacement parking is an issue that requires mitigation and then pursue some means to provide that mitigation.

Would you advise if a 4f statement is required if parking is removed? I really don't think it is, but would like to have a response from you. I would also like your response to my proposal for handling the mitigation for parking loss, especially if that mitigation might involve acquisition of other parcels of right-of-way not identified at this time.

RECEIVED
ENVIRONMENTAL SECTION
SEP 30 198

po

cc: Jim McClure
Bob Heard

Attachment

Referred to
Proj. Coord. ______
Eng. Coord. ______
Sec. ______
Manager ______
Res. Coord. ______
Adm. Asst. ______
File ______

THE CITY OF
PORTLAND
OREGON

BUREAU OF PARKS
AND RECREATION
CHARLES JORDAN
COMMISSIONER
BILL OWENS
SUPERINTENDENT

409 S.W. NINTH
PORTLAND, OR 97205
503 248-4315

CIRCULATE
MA PDM PDE FFM SPC
ODOT - METRO

SEP 21 1981

BM PAR PPC FILE T/A

September 17, 1981

BH

Mr. Robert J. Heard
Project Coordinator
Metropolitan Branch
Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Heard:

Following our discussion of September 14, I checked with the Superintendent of Parks and our Community Relations Liaison staff about any parking problems at Westmoreland Park. Each indicated to me that parking is and has been a problem for park users and for neighborhood residents within the vicinity of the park. They indicated that parking is insufficient because of heavy programming of the ballfields at Westmoreland Park and the limited amount of available designated parking. As a consequence of this, many people park along S.E. 23rd Avenue. This creates difficulties for traffic along S.E. 23rd and oftentimes leads to blocking of residential driveways along this avenue.

It appears from these observations that removing parking along S.E. McLoughlin Blvd. between S.E. Bybee and S.E. Nehalem will cause an already difficult parking situation to become even more aggravated. Therefore, I think in assessing this impact we will need to consider mitigating measures.

I trust this explains somewhat the situation at Westmoreland Park, and I remain available to answer questions or work with you on this assessment or on any future street improvement in the vicinity of Westmoreland Park.

Sincerely,

John W. Sewell

John W. Sewell
Park Planning Supervisor

JWS:lw

cc: Rob Bernstein, Transportation Planning
pc/ccf

100

cc McClure
Adams

Road Design 378-6558

Tony George, Engineering Coordinator
Environmental Section

July 29, 1981

ADOlson
A. D. Olson
Preliminary Design Engineer

Noise Barrier Cost Estimates
Union-Grand Viaduct-SE River Road
McLoughlin Blvd.
Multnomah County
26-1926-907

The types of noise barriers that were considered to be the most feasible for this project are concrete shoulder barrier/walls, steel walls on structures and concrete walls constructed with concrete block or precast concrete panels. A metal walllcould also be used as an alternate for the concrete block or precast concrete panel wall and would cost approximately the same to construct.

Right-of-way throughout the project is limited by side streets, homes, buildings and parks that are located at or near the right-of-way line. Because of the limited amount of right-of-way, earth berms or berm/walls were not considered feasible.

Barrier #1. A steel wall on structure would be the most appropriate type of noise barrier for this area. This would require fastening a 250 foot long, 8 foot high steel wall to the existing concrete railing and would cost approximately $70,000 to construct averaging $275 per lineal foot.

Barrier #2. A concrete wall at the right-of-way line would be the most feasible noise barrier for this area. The elevation at the right-of-way line is approximately 6 feet higher than the roadway elevation. This will require a wall averaging 12 feet in height. A 12 foot high, 475 foot long concrete wall will cost approximately $110,000 to construct averaging $231 per lineal foot.

Barrier #3. A concrete wall placed at the back of the existing sidewalk would be the most feasible noise barrier for this area. The north end of this wall would need to be shortened approximately 100 feet in order to provide adequate sight distance for safe access to McLoughlin Blvd. from S.E. Haig Street. One alternative for providing adequate sight distance would be to taper the last 100 feet of the wall to a point 10 feet behind the sidewalk at the north end. The existing right-of-way is adequate for the taper.

Constructing a 10 foot high, 370 foot long concrete wall will cost approximately $70,000 averaging $187 per lineal foot.

Barrier #4. A concrete or steel wall placed at the back of the existing sidewalk would be the most appropriate type of noise barrier for this area.

A steel wall on structure would be required for approximately 300 feet of the barrier. Fastening a 10 foot high, 300 foot long steel wall to the existing concrete railing will cost approximately $90,000 to construct averaging $303 per lineal foot. This section of wall would be protected by the existing railing.

The remaining 835 feet of 10 foot high wall would cost approximately $155,000 to construct averaging $187 per lineal foot. The north end of this wall would also need to be shortened approximately 100 feet or tapered in the same manner as proposed for wall #3 in order to achieve adequate sight distance for safe access to McLoughlin Blvd.ffrom SE Center Street. The existing right-of-way is adequate for the taper.

The total estimated cost to construct the 10 foot high, 1135 foot long noise barrier is $245,000.

Barrier #5. A concrete wall placed at the right-of-way line appears to be the most feasible noise barrier for this area. There are approximately 30 large 12" to 18" diameter trees spaced approximately 50 feet apart located five to ten feet inside the right-of-way line that may need special treatment with construction of this wall. A ten foot high, 1410 foot long concrete wall constructed at the right-of-way line will cost approximately $265,000 averaging $187 per lineal foot.

One alternative for a noise barrier in this area would be to construct a concrete shoulder barrier/wall at the normal location for a concrete shoulder barrier. The south end of this wall would need to be shortened approximately 150 feet or tapered in order to achieve adequate sight distance for safe access to McLoughlin Blvd. from S.E. Tolman Street. The existing right-of-way is adequate for a taper.

A 10 foot high, 1410 foot long concrete shoulder barrier/wall will cost approximately $360,000 to construct averaging $253 per lineal foot.

Barrier #6. A concrete wall at the right-of-way line would be the most feasible noise barrier for this area. In odder for this wall to be constructed an existing box culvert at approximately station 449+50 Ece would need to be extended approximately 20 feet. Extending the box culvert would cost approximately $10,000.

Constructing a ten foot high, 900 foot long concrete wall including the box culvert extension will cost approximately $180,000 with the wall cost averaging $187 per lineal foot.

Barrier #7. A concrete wall at the right-of-way line would be the most feasible noise barrier for this area.

Constructing a ten foot high, 145 foot long concrete wall will cost approximately $27,000 averaging $187=per lineal foot.

Barrier #8. A concrete wall at the right-of-way line would appear to be the most feasible type of noise barrier for this area.

There are in excess of 60 large 8" to 24" diameter trees spaced approximately 25 feet apart throughout the length of the proposed wall located within ten feet of the right-of-way line that may need special treatment with construction of this wall. There are also two utility pole guy wires that would need to be relocated.

Constructing a ten foot high, 2840 foot long concrete wall at the right-of-way line will cost approximately $530,000 averaging $187 per lineal foot.

One alternative for a noise barrier in this area would be to construct a concrete shoulder barrier/wall at the normal location for a concrete shoulder barrier. This wall should taper from the shoulder to the right-of-way line between stations 410 and 411+50 Lt. This will provide adequate sight distance for safe access to McLoughlin Blvd. from S.E. Nehalem Street and also preserve a parking area along McLoughlin Blvd. at the baseball field; however, access to the ball park would be restricted to S.E. Nehalem Street by the wall.

Constructing a ten foot high, 2840 foot long concrete shoulder barrier/wall will cost approximately $720,000 averaging $253 per lineal foot.

There would be no apparent adverse impact to the road design by constructing these noise barriers as indicated.

This would be a Type 1-B project.

ADO:ls

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Head of Engineering

DATE: June 2, 1981

Tim H. Thex for

FROM: Anthony J. George, Engineering Coordinator
Environmental Section

SUBJECT: Noise Barrier Cost Estimates
Union-Grand Viaduct-S.E. River Road
McLoughlin Blvd.
Multnomah County

Please estimate costs and evaluate the engineering feasibility of each of the noise barriers listed on the following page. Please determine if there would be additional right-of-way required for any of the barrier alternatives, and if so, estimate the cost of additional right-of-way. Please list any additional benefits or problems associated with each mitigation measure.

The attached sketches show the approximate location of each of the noise barriers. These are maps and photogrpahs available in the Environmental Section. Please contact Tim Thex or myself if there are any problems.

AJG:TT:ct

Attachment

cc: Adrian Olson w/attach

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

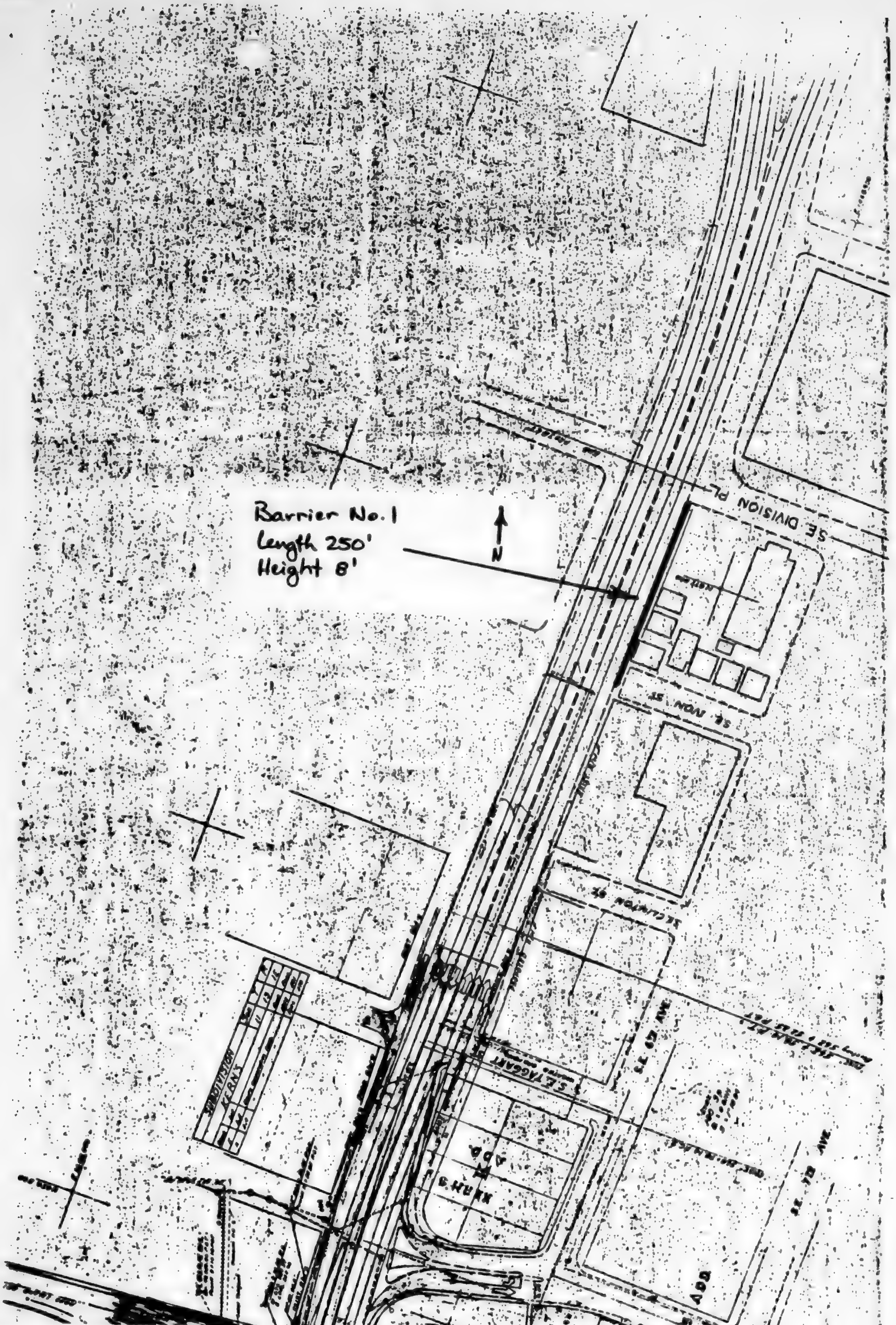
RECEIVED
JUN 2 1981
ROAD DESIGN
SECTION

Morse
Do Not File ☐
Return To
Bring [illegible] ___/___/___
Action

Noise Barrier Cost Estimates
Union-Grand Viaduct-S.E. River Road
McLoughlin Boulevard
Multnomah County

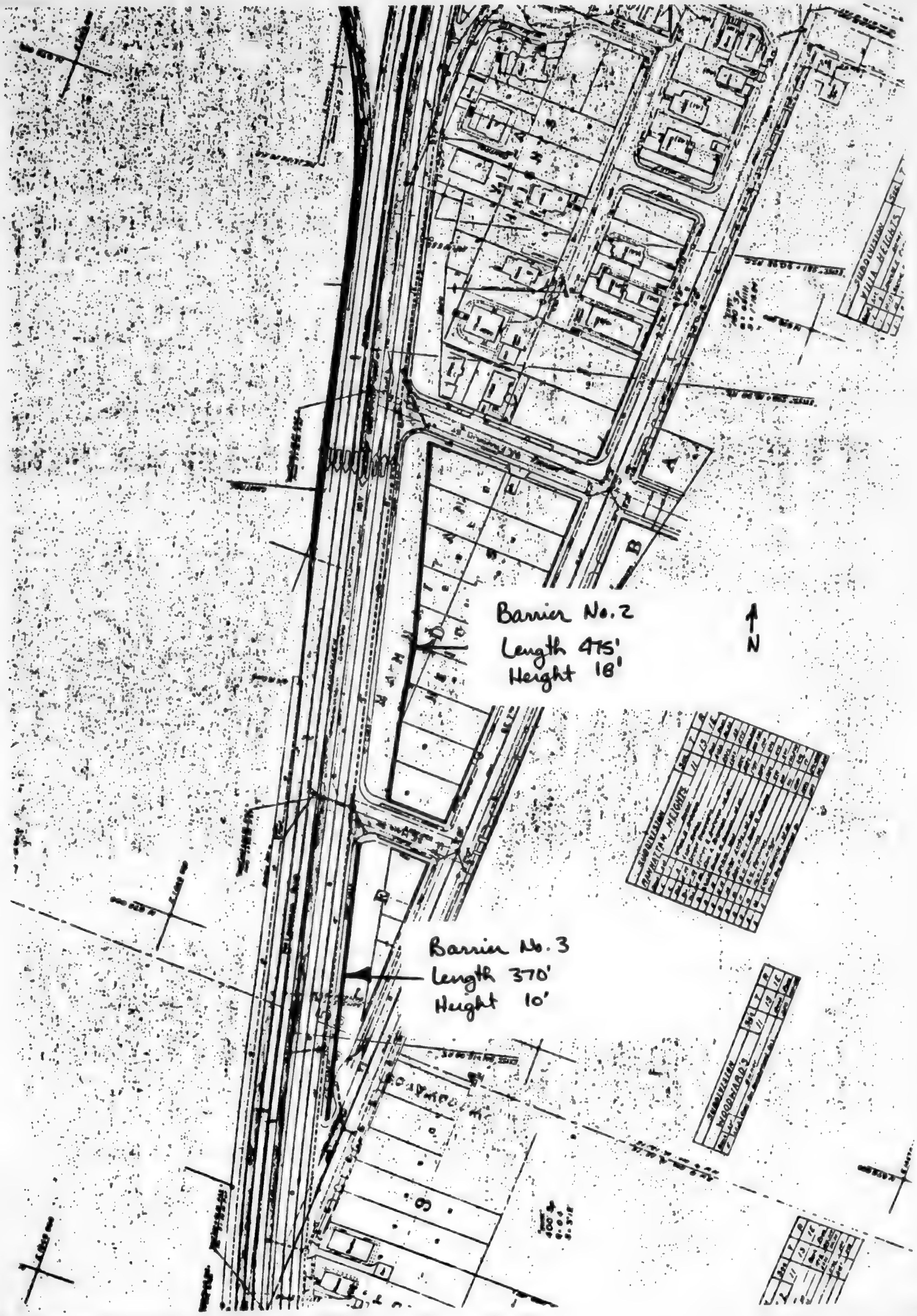
Barrier	Location	Type	Length	Height*
1	565+95 to 568+45 Rt.	Concrete Shoulder Barrier	250'	8'
2	544+35 to 549+00 Rt.	Concrete Wall or Berm-Wall Combination	475'	18'
3	539+95 to 543+65 Rt.	Concrete Wall or Berm-Wall Combination	370'	10'
4	515+75 to 527+10 Rt.	Concrete Wall or Berm-Wall Combination	1135'	10'
5	453+00 to 467+10 Lt.	Concrete Wall or Berm-Wall Combination	1410'	10'
6	443+20 to 452+20 Lt.	Concrete Wall or Berm-Wall Combination	900'	10'
7	437+55 to 439+00 Lt.	Concrete Wall or Berm-Wall Combination	145'	10'
8	408+55 to 436+95 Lt.	Concrete Wall or Earth Berm or Berm-Wall Combination	2840'	10'

* Above roadway.



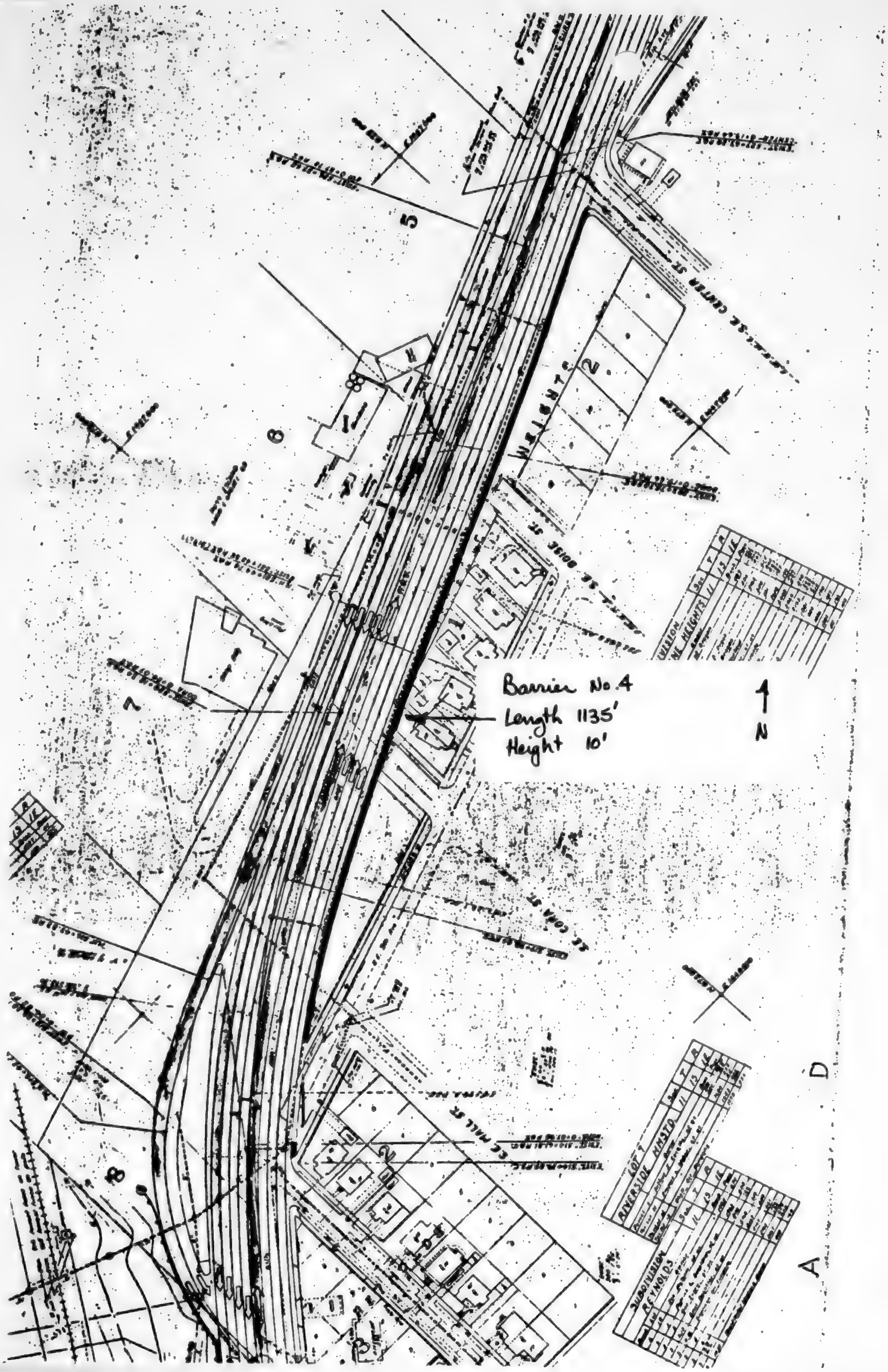
N
SE DIVISION PL
S.E. NON ST
S.E. CLINTON ST
S.E. TAGGART
S.E. 6th AVE
SE 7th AVE
ADD
ADD

Barrier No. 1
Length 250'
Height 8'



Barrier No. 2
Length 475'
Height 18'

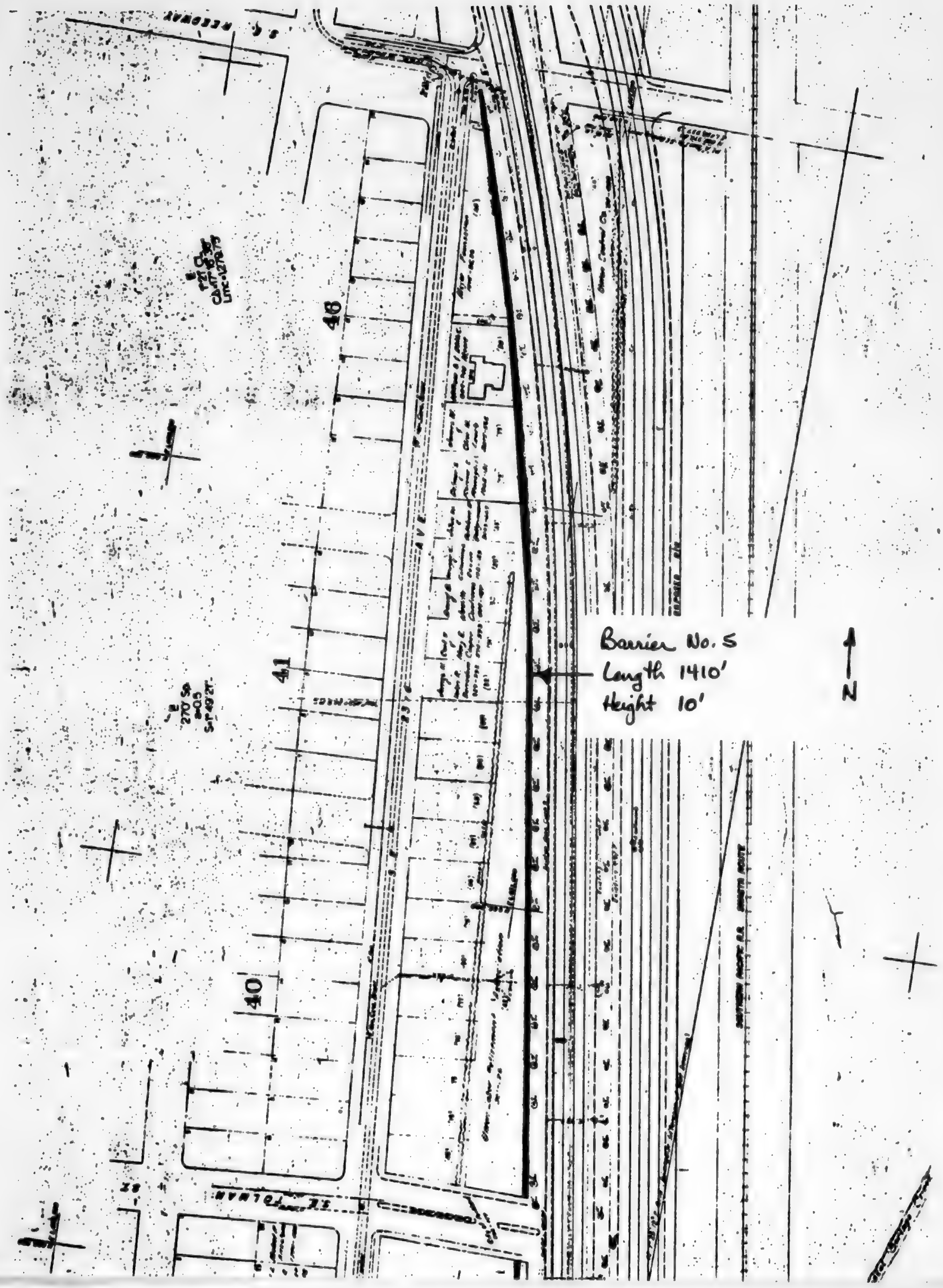
Barrier No. 3
Length 370'
Height 10'



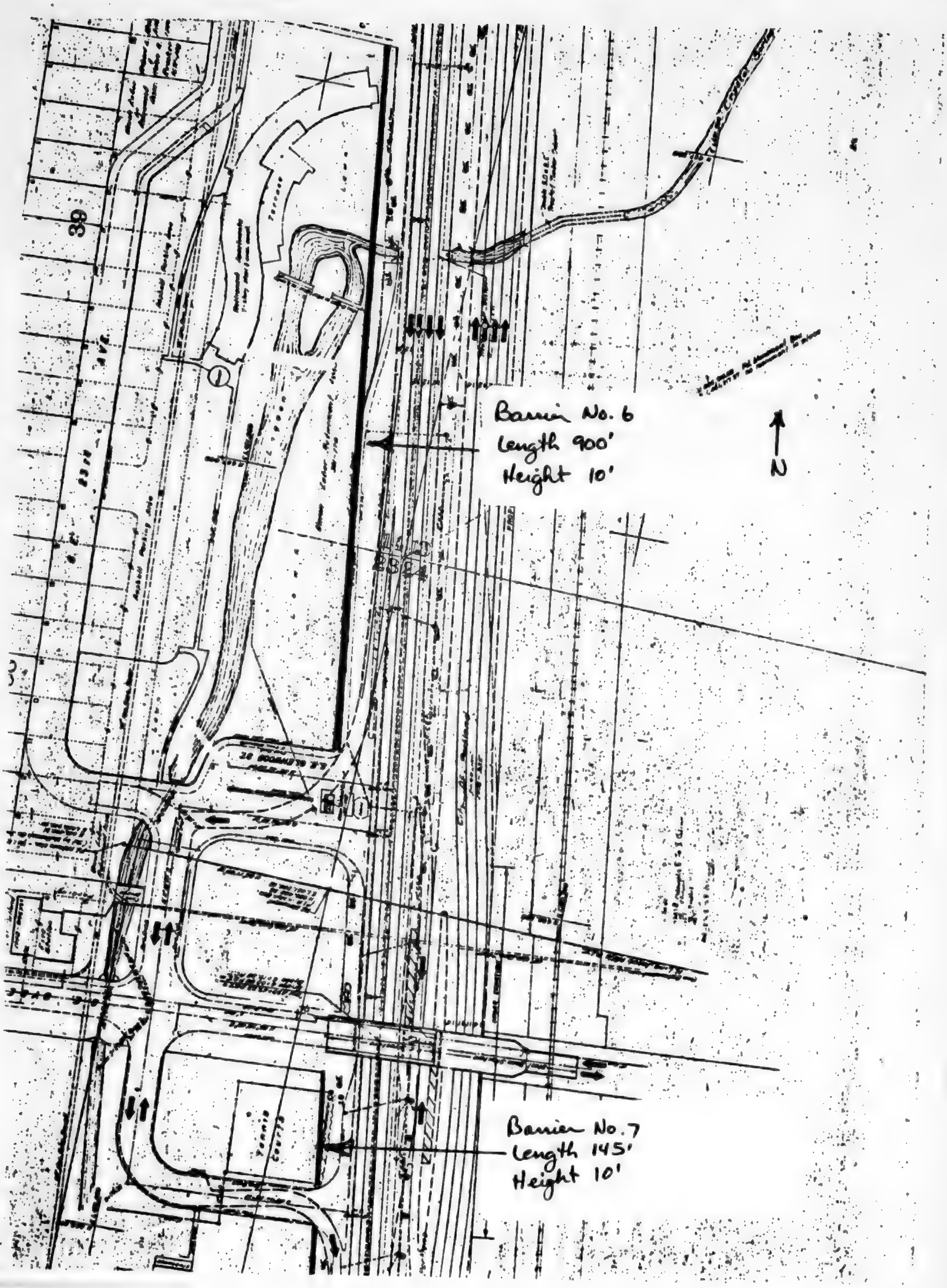
Barrier No. 4
Length 1135'
Height 10'

N

5
6
7
8
WRIGHTS
LOT 9
RIVERSIDE HMSTD
REYNOLDS
SUBDIVISION
A
D

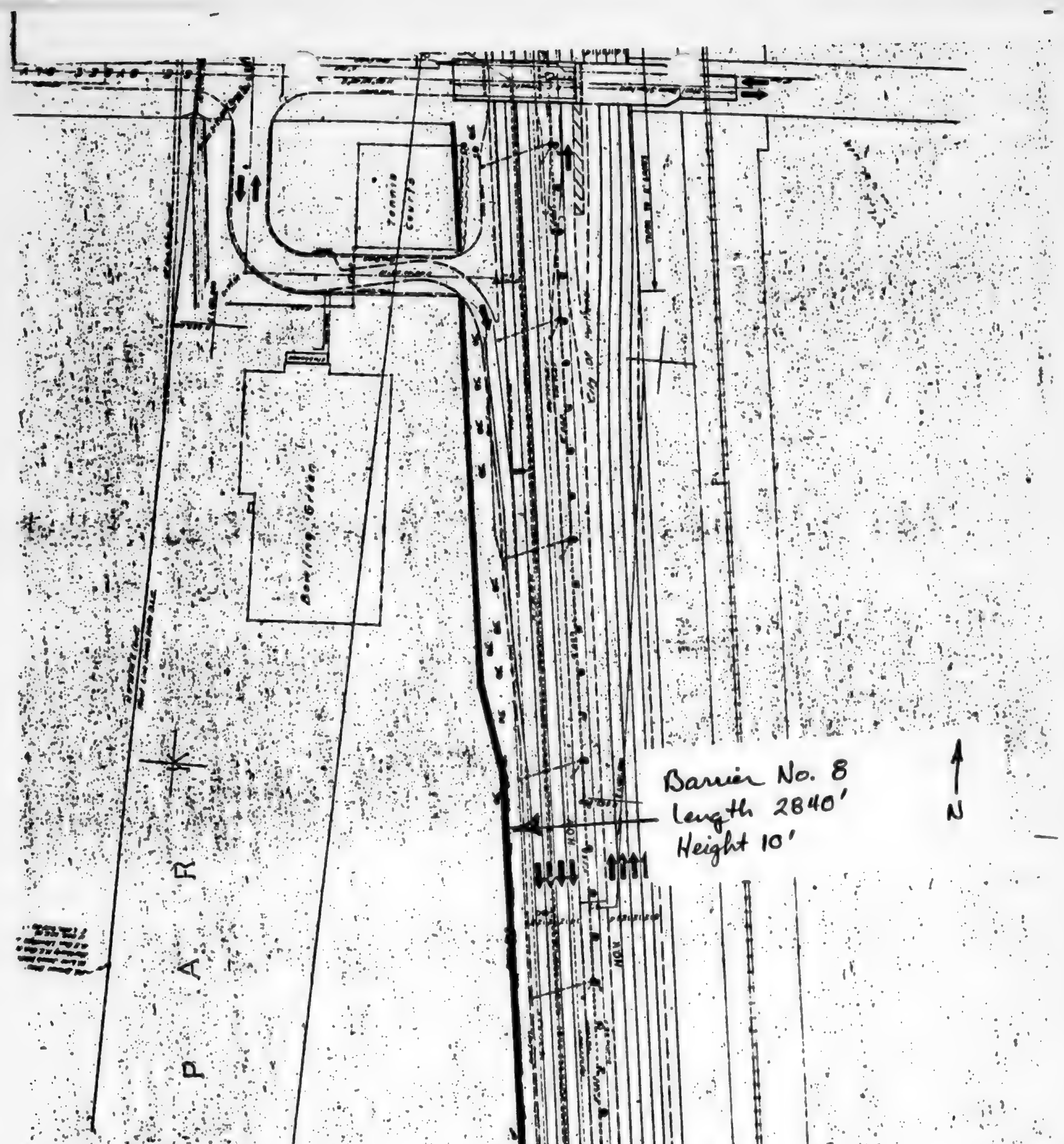

S.E. REEDWAY
46
41
40
S.E. TOLMAN
N

Barrier No. 5
Length 1410'
Height 10'

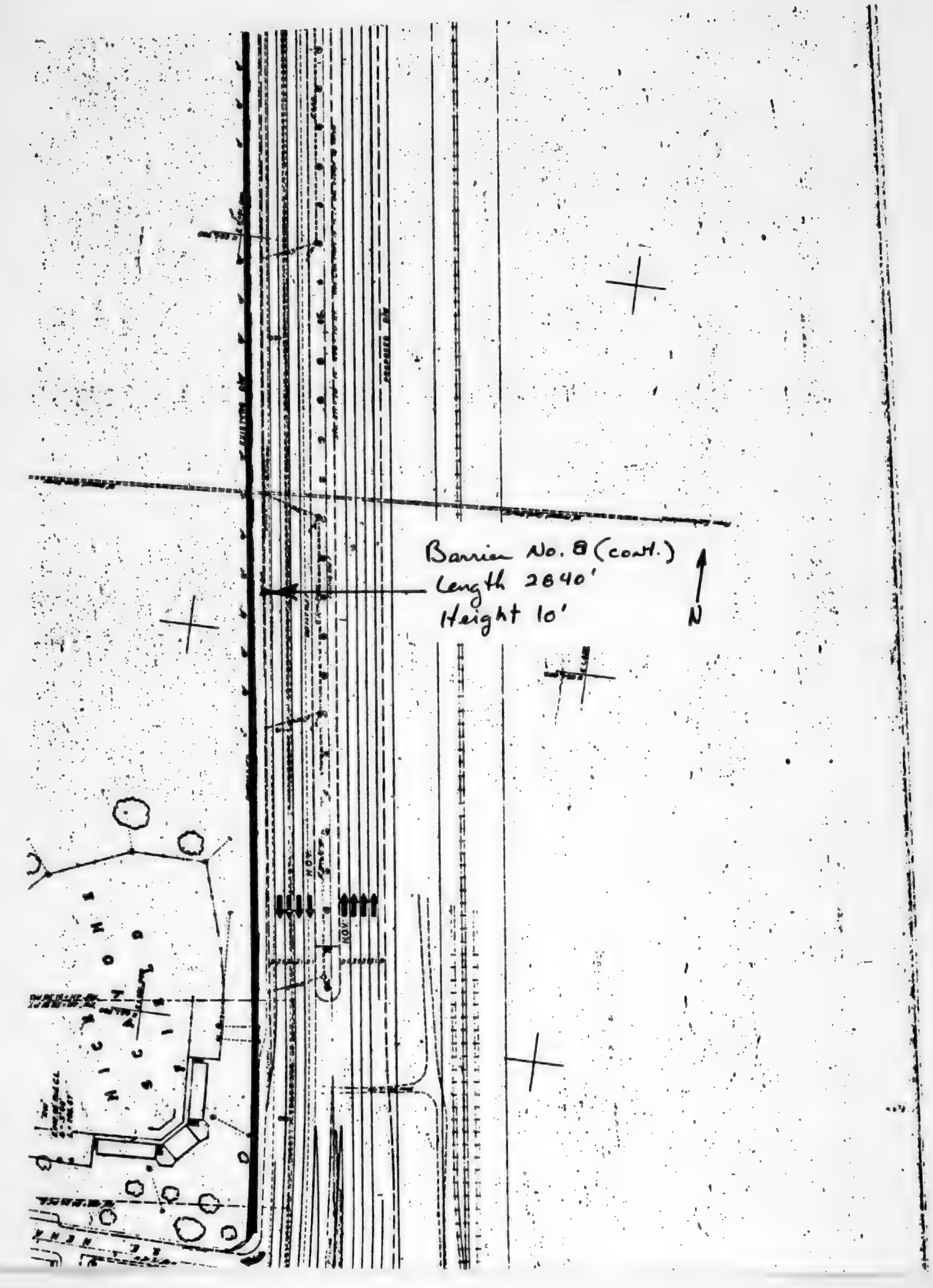


Barrier No. 6
Length 900'
Height 10'

Barrier No. 7
Length 145'
Height 10'


Tennis Courts
Bowling Green
A N D P A R
N

Barrier No. 8
Length 2840'
Height 10'



Barrier No. 8 (cont.)
Length 2840'
Height 10'

9701

5

STATE OF OREGO
HIGHWAY DIVISION

INTER OFFICE MEMO
ENV 3

TO: R. N. Bothman
Metro Administrator

DATE: July 23, 1981

FROM: Gary A. Potter, Manager
Environmental Section

Gary

NOTED
E. S. HUNTER

SUBJECT: Union/Grande Couplet-South River Road
McLoughlin Boulevard
Multnomah County

In a letter responding to information requested by the Project Manager, Donna Kilber, Tom Matoff of Tri-Met raises a number of questions and expresses serious concern regarding project alternatives. Donna has forwarded a copy of the letter to Bob Heard so that some of the information Mr. Matoff requests can be provided.

More importantly, and what I want to bring to your attention, is a very negative undercurrent regarding Tri-Met's opinion of project alternatives to be advanced in the draft EIS. This is illustrated in Mr. Matoff's response to question 3 and his concluding paragraph. If his views represent Tri-Met's position, the project appears subject to additional negative commentary after the draft is released. Perhaps this matter should be investigated.

GAP:CG:ct

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JUL 24 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials
125-1387

SP*75663-125

9708

5.

July 9, 1981

City of Gladstone
City Hall
Gladstone, OR 97027

AGR

Attention: Bernica L. Marlow
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 3631

Gentlemen:

Attached for your records is a fully executed copy of an agreement to upgrade traffic signals on 99E between Milwaukie and Oregon City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9707

S

July 6, 1981

CON 21-2

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects
Using Withdrawn Interstate Funds

Your letter of February 2, 1979, requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland urbanized areas submitted to the Federal Highway Administration during the months of April 1981 through June 1981 are:

(1) Unified Work Program activities:

   a) Bi-State Transit Assessment
   b) Project Implementation Program
   c) McLoughlin Boulevard Improvement Study
   d) Transportation Improvement Program

(2) Westside Corridor Arterials

There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

bc H. S. Coulter
D. H. Moehring
R. N. Bothman
C. O. Fredrickson

JLG:lms fn

9708

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

June 15, 1981

Bob Prange
City County Division
Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

Enclosed find copy of agreement relating to intersection and signal intertie work on a number of County roads intersecting McLoughlin Blvd.

Page 3, item 4 obligates the County to pay power costs. I overlooked this item, and since signals have existed at these intersections for many years and the State has been paying the power costs, the fact that the signals are intertied and intersection improvements are made should not result in County having to pay power costs.

If new signals were installed, then pursuant to AOC agreement, County would pay the costs.

I feel the agreement was prepared without full knowledge of the conditions involved and request your assistance in amending item 4. Since no signal equipment will be installed, no new energy costs will be incurred.

Winston W. Kurth

Winston W. Kurth
Deputy Director

WWK:tlo

Enclosure

1/1

9-16-83
no County power costs per
Zirbes via telephone.
MCH

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUN 17 1981
REFERRED TO ______________
FOR ______________
FILE: PM FA LG.

9708

TRA 7-6

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TO: J. R. Rose
Federal Aid Specialist - Metro Branch

DATE: June 10, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Maintenance and Power Responsibilities
McLaughlin Boulevard Corridor
Interconnect Project
Pacific Highway East No. 1E
Clackamas County

FAIX 26(25)

We have reviewed the letter from Winston W. Kurth of Clackamas County, which you forwarded to us. We can sympathize with Mr. Kurth in trying to save County dollars. However, we believe that preliminary work on the project should progress until the full extent of the work involved is known before any changes in the signed agreement are initiated.

If additional information is needed, please let us know.

ORIGINAL SIGNED BY L. E. GEORGE
L. E. George
Traffic Engineer

BET:er

cc: E. L. Hardt
M. C. Holmes ✓

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑ hp
JUN 1[illegible] 1981
REFERRED TO M
FOR
FILE: PM FA LG.

DEPARTMENT OF ENVIRONMENTAL SERVICES

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

May 20, 1981

Jon Rose
Federal Aid Engineer
Metro Transportation Dept.
5821 N.E. Glisan Street
Portland, Oregon 97213

Enclosed please find copy of page 3 of the Agreement between Clackamas County and Department of Transportation relating to intersection improvements and signal intertie on McLoughlin Blvd.

Item 4 under County Obligations is a condition that should have been noted and clarified by me before execution of the agreement. I feel an administrative misunderstanding exists on this project and am hopeful that this issue can be clarified through a mutual understanding between County and State.

Clackamas County recognizes the need for intersection improvement and signal intertie and has agreed to share ½ the local match for these improvements. However, since traffic signals exist on McLoughlin and energy costs have been assumed by the State for many years, the mere fact that they are intertied should not result in the County having to assume the energy costs.

The Association of Oregon Counties and ODOT have an agreement on this matter and it states that if a new signal is installed the County will assume energy costs. In this situation these are not new signals but rather an upgrading of the existing signals. When ODOT prepared this agreement, there apparently was an assumption that the signals would be new installations, hence the County would pick up energy costs. This is not the case - the existing signals will remain and ODOT has been paying energy costs since their installation years ago.

Would you please review this matter with appropriate State staff to correct item 4 of the agreement to correspond with the intent of the AOC and ODOT agreement on signalization of State/County road intersections.

Winston W. Kurth

Winston W. Kurth
Deputy Director

WWK:tlo

Enclosure

3/1

MA PDM PDE FFM SPC
ODOT-METRO

MAY 21 1981

BM PAR PPC FILE T/A

6. State shall, upon receipt of monthly approved itemized statements for 100 percent of actual costs incurred by County on behalf of the project to date, promptly reimburse County for the full amount of State and federal aid participation.

7. State shall, without cost to County, relocate or cause to be relocated, all existing privately-owned utility conduits, lines, poles, mains, pipes, and other such facilities that are located on private property where such relocation is necessary to conform said utilities or facilities to the plans for the project. If requested by County, State may arrange for any required adjustment or relocation of utilities outside State jurisdiction but under County jurisdiction, acting on behalf of County.

8. State shall, in the first instance, pay all costs of the project, submit all claims for federal aid participation to the Federal Highway Administration in the normal manner, compile accurate cost accounting records and, when the actual total cost of the project has been computed, furnish County with an itemized statement of said costs.

COUNTY OBLIGATIONS

1. County shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance with Federal statutes, regulations and the Oregon Action Plan.

2. County shall, prior to proceeding with each phase of work covered by this agreement, forward to State an advance deposit in the amount of 50 percent of the difference between the estimated total cost of said work and the amount anticipated to be contributed by the Federal Highway Administration. No advance deposit will be requested for the County matching share of preliminary engineering work, if the amount is less than $2,500. When the actual total cost of the project has been computed, an adjustment will be made in the County matching share of said cost.

3. County shall, on a monthly basis, present properly certified bills for 100 percent of actual costs incurred by County on behalf of the project directly to the State Resident Engineer for review and approval. Said bills shall be in a form acceptable to State and documented in such a manner as to be easily verified. Billings shall be presented for periods of not less than one month duration, based on actual expenses to date. County shall be reimbursed for the full amount of State and Federal Aid participation in said eligible expenses. County's actual costs, direct and indirect, shall be those allowable under the provisions of Federal Management Circular 74-4 and OMB Circular A-102, Attachments G and P.

4. County shall, upon completion of the project, accept all responsibility for, and pay all costs of, electrical energy consumed in operation of the traffic signal equipment installed at highway to county road intersections, and shall maintain and operate those portions of roadway lying outside state highway jurisdiction in a manner satisfactory to State and/or the Federal Highway Administration.

5. County shall review and approve all plans and estimates received from State.

4768.

No. 1 E

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME
McLoughlin Neighborhoods Traffic Control Project

HIGHWAY NAME
Pacific East

HIGHWAY NUMBER
1E

REGION 1	ADMINISTRATIVE DISTRICT 2B	COUNTY Multnomah	CITY Portland

LENGTH

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer)

METHOD OF CONSTRUCTION
☐ CONTRACT ☐ STATE FORCE ☐ OTHER N/A

TYPE OF WORK
☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Study

PROJECT DESCRIPTION

Develop a prioritized program of traffic projects for the arterial streets located in the Portland neighborhoods adjacent to McLoughlin Blvd. The project area is bounded by S.E. Powell Blvd. on the north, S.E. 28th Ave. and S.E. Reed College Place on the east, the city limits on the south, and the Willamette River on the west (see attached map).

This program of projects will be coordinated with the McLoughlin corridor project, which is currently under design. The objective of these projects is to discourage the use of neighborhood streets by through traffic after increasing the capacity of the McLoughlin corridor to meet the demand.

Preliminary designs, cost estimates, and a phased implementation plan will be produced for a series of arterial street projects that will meet the objective of reducing through traffic in the neighborhoods.

RECEIVED
MAY 27 1981
ROAD DESIGN SECTION

___Versteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___ ✓
___Walkerig___

Do Not File ☐
Return To ___
Bring ___/___
Action ___

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
See attached.

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)
20 to 40

DESIGN STANDARDS

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 5/26/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	N/A
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☐	☐

Type ______________________

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☒	☐	☐
RIGHT–OF–WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	N/A	☐	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	N/A

RECOMMENDED CONSTRUCTION DATE	______ (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

IT	NEW WORK	OVER EXISTING
N/A		

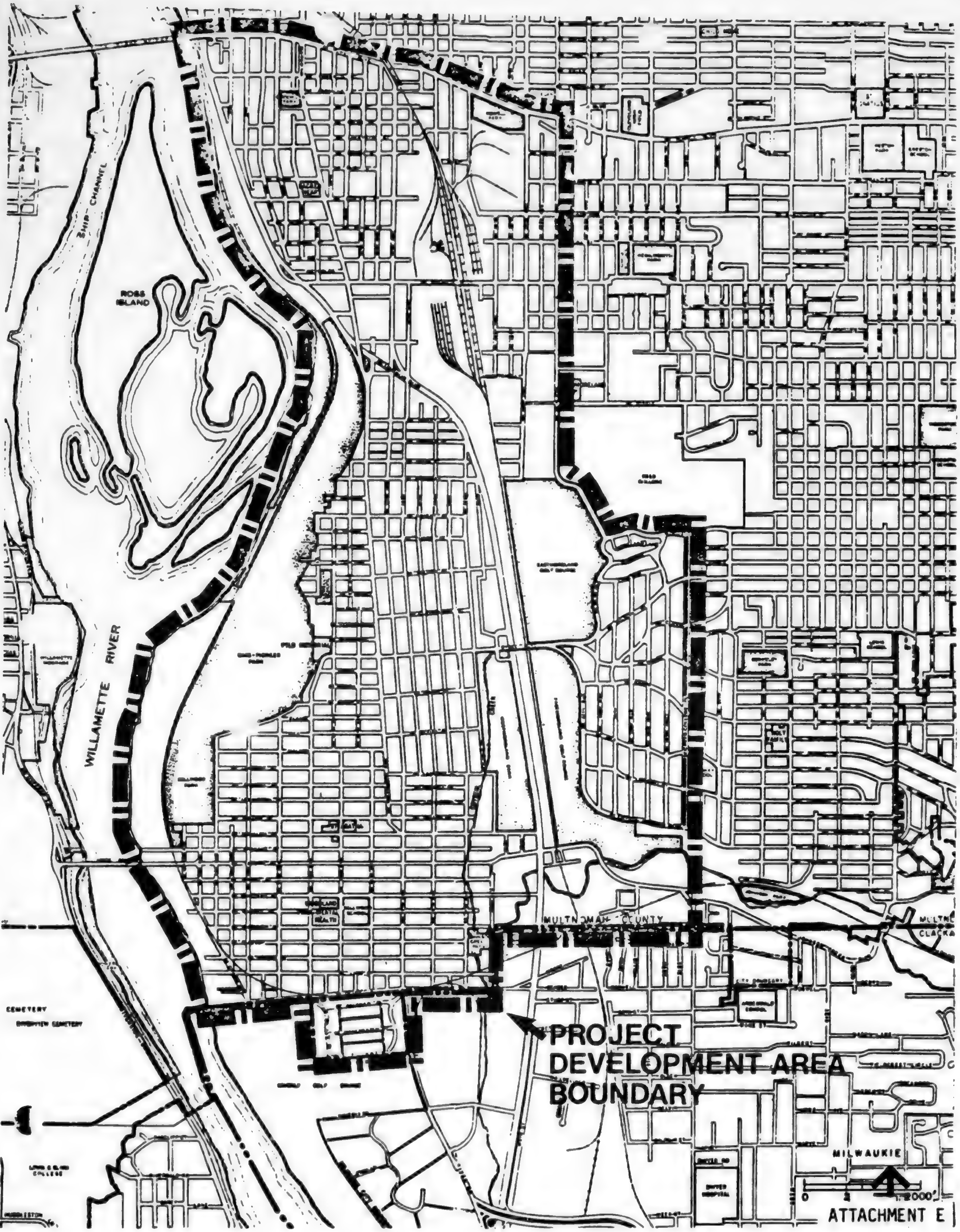
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	22,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER ______		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	22,000	

SUBMITTED BY ______________________________


SHIP CHANNEL
ROSS ISLAND
WILLAMETTE RIVER
MULTNOMAH COUNTY
MULTNO
CLACKA
CEMETERY
RIVERVIEW CEMETERY
CITY BOUNDARY
PROJECT DEVELOPMENT AREA BOUNDARY
MILWAUKIE
0
2000'

ATTACHMENT E

TR

3

May 14, 1981

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR

MISC. CONTRACTS and
AGREEMENTS No. 2470

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to construction of the Milwaukie-Oregon City Section of the Pacific Highway East.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

9708

April 2, 1981

COM 21-2

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2, 1979, requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland urbanized areas submitted to the Federal Highway Administration during the months of January 1981 through March 1981 are:

(1) Banfield Transitway Project (Light Rail Project)
(2) Milwaukie-Oregon City Section
(3) NE Sandy Blvd.-SE Washington St. (Portland) Section
(4) Sellwood Neighborhood Traffic Diversion Project
(5) SW Madrona St.-SW Jean Rd. (Lake Oswego) Section
(6) East Side Signal Replacements (Portland) Project
(7) Milwaukie-Oregon City Section

There were no projects submitted for the Salem urbanized area during this period of time.

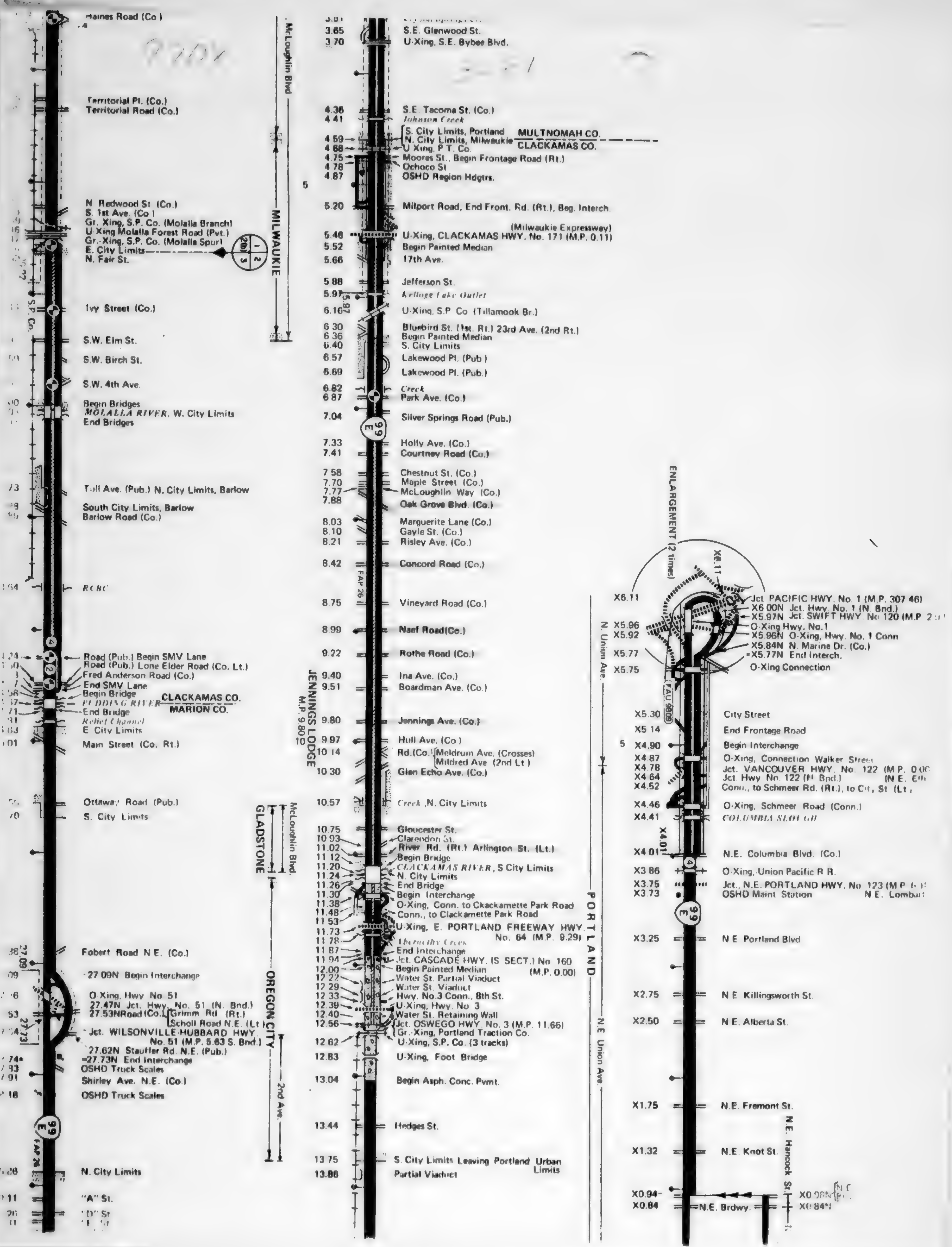
The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

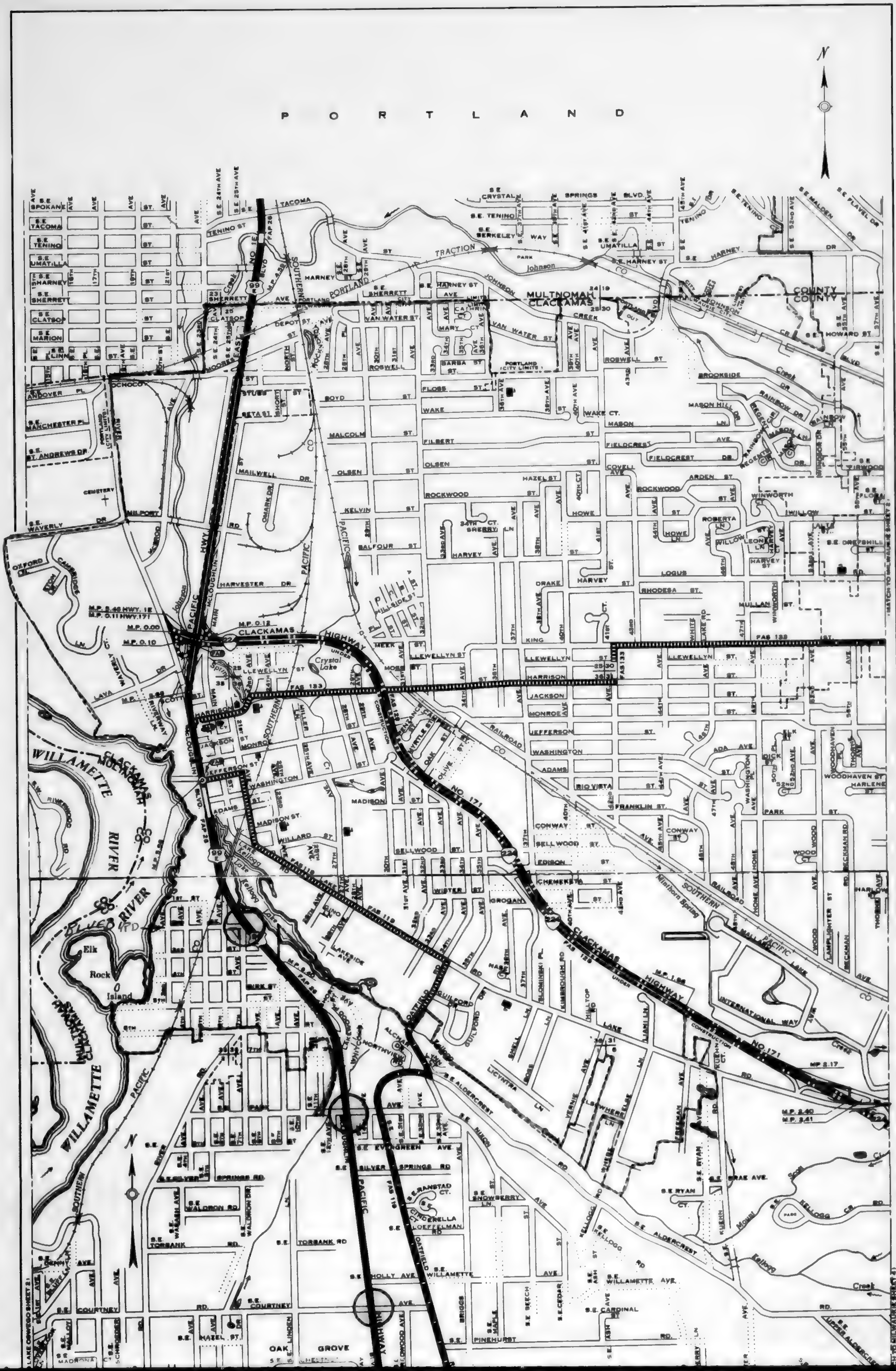
Sincerely,

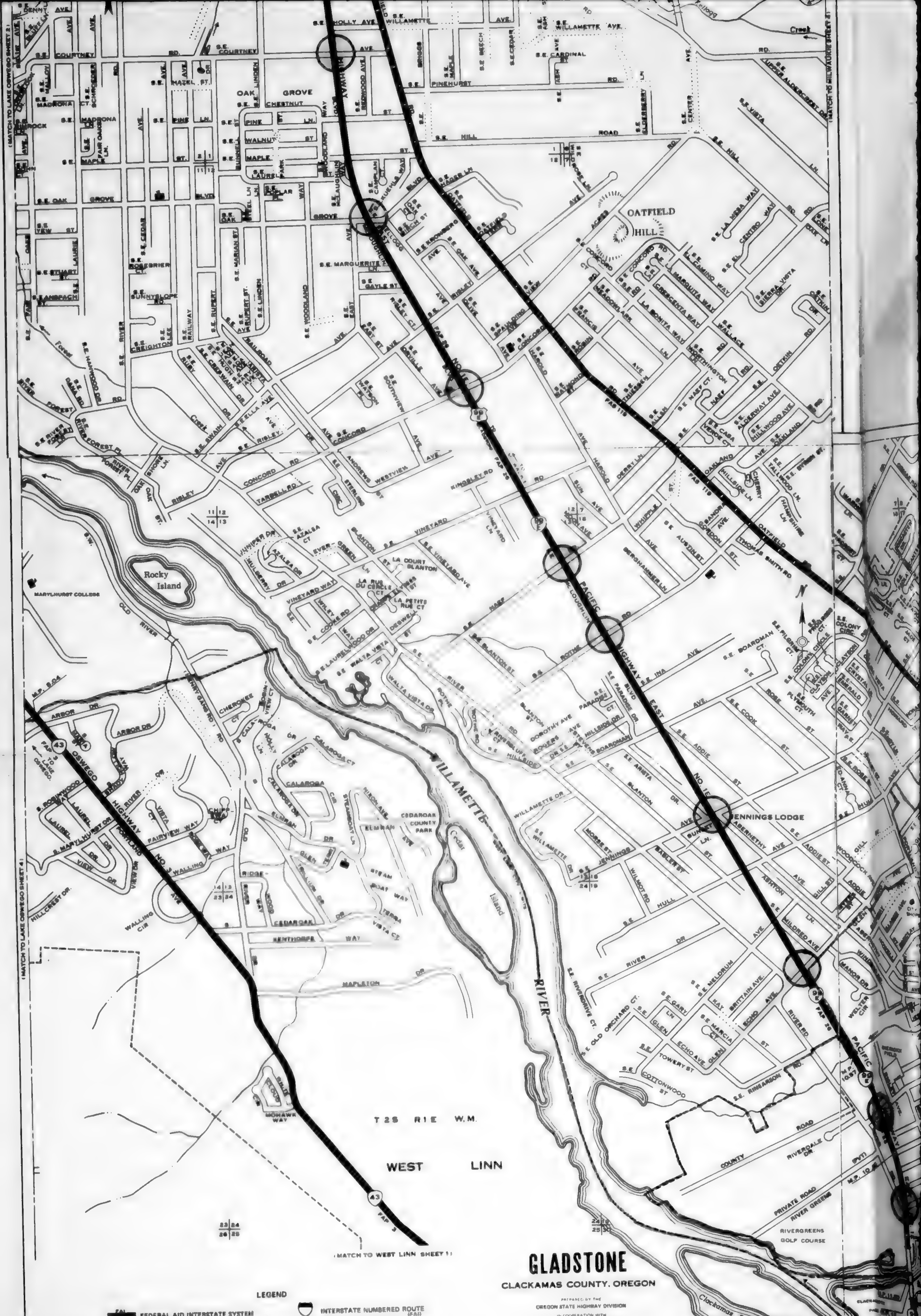
F. B. Klaboe
Director

bc H. S. Coulter
D. H. Moehring
R. N. Bothman
C. O. Fredrickson

JLG:bkc fn


Haines Road (Co.)
Territorial Pl. (Co.)
Territorial Road (Co.)
N. Redwood St. (Co.)
S. 1st Ave. (Co.)
Gr. Xing, S.P. Co. (Molalla Branch)
U-Xing Molalla Forest Road (Pvt.)
Gr.-Xing, S.P. Co. (Molalla Spur)
E. City Limits
N. Fair St.
S.P. Co.
Ivy Street (Co.)
S.W. Elm St.
S.W. Birch St.
S.W. 4th Ave.
00 Begin Bridges
MOLALLA RIVER, W. City Limits
End Bridges
73 Tull Ave. (Pub.) N. City Limits, Barlow
South City Limits, Barlow
Barlow Road (Co.)
RCBC
4
Road (Pub.) Begin SMV Lane
Road (Pub.) Lone Elder Road (Co. Lt.)
Fred Anderson Road (Co.)
End SMV Lane
Begin Bridge
PUDDING RIVER
CLACKAMAS CO.
MARION CO.
End Bridge
Relief Channel
E City Limits
Main Street (Co. Rt.)
Ottaway Road (Pub.)
70 S. City Limits
27.09
Fobert Road N.E. (Co.)
27.09N Begin Interchange
O-Xing, Hwy No 51
27.47N Jct. Hwy. No. 51 (N. Bnd.)
27.53N Road (Co.) Grimm Rd (Rt.) Scholl Road N.E. (Lt.)
27.73
Jct. WILSONVILLE-HUBBARD HWY. No. 51 (M.P. 5.63 S. Bnd.)
27.62N Stauffer Rd. N.E. (Pub.)
27.73N End Interchange
OSHD Truck Scales
Shirley Ave. N.E. (Co.)
18 OSHD Truck Scales
99 E
FAP 26
N. City Limits
11 "A" St.
26 "D" St
McLoughlin Blvd
MILWAUKIE
1 2 3 20b
5
3.65 S.E. Glenwood St.
3.70 U-Xing, S.E. Bybee Blvd.
4.36 S.E. Tacoma St. (Co.)
4.41 Johnson Creek
4.59 S. City Limits, Portland / N. City Limits, Milwaukie
MULTNOMAH CO.
CLACKAMAS CO.
4.68 U Xing, P.T. Co.
4.75 Moores St., Begin Frontage Road (Rt.)
4.78 Ochoco St
4.87 OSHD Region Hdqtrs.
5.20 Milport Road, End Front. Rd. (Rt.), Beg. Interch.
(Milwaukie Expressway)
5.46 U-Xing, CLACKAMAS HWY. No. 171 (M.P. 0.11)
5.52 Begin Painted Median
5.66 17th Ave.
5.88 Jefferson St.
5.97 Kellogg Lake Outlet
6.16 U-Xing, S.P. Co. (Tillamook Br.)
6.30 Bluebird St. (1st. Rt.) 23rd Ave. (2nd Rt.)
6.36 Begin Painted Median
6.40 S. City Limits
6.57 Lakewood Pl. (Pub.)
6.69 Lakewood Pl. (Pub.)
6.82 Creek
6.87 Park Ave. (Co.)
7.04 Silver Springs Road (Pub.)
99 E
7.33 Holly Ave. (Co.)
7.41 Courtney Road (Co.)
7.58 Chestnut St. (Co.)
7.70 Maple Street (Co.)
7.77 McLoughlin Way (Co.)
7.88 Oak Grove Blvd. (Co.)
8.03 Marguerite Lane (Co.)
8.10 Gayle St. (Co.)
8.21 Risley Ave. (Co.)
8.42 Concord Road (Co.)
FAP 26
8.75 Vineyard Road (Co.)
8.99 Naef Road(Co.)
9.22 Rothe Road (Co.)
JENNINGS LODGE
M.P. 9.80
10
9.40 Ina Ave. (Co.)
9.51 Boardman Ave. (Co.)
9.80 Jennings Ave. (Co.)
9.97 Hull Ave. (Co.)
10.14 Rd.(Co.) Meldrum Ave. (Crosses) Mildred Ave (2nd Lt.)
10.30 Glen Echo Ave. (Co.)
10.57 Creek, N. City Limits
GLADSTONE
McLoughlin Blvd.
10.75 Gloucester St.
10.93 Clarendon St.
11.02 River Rd. (Rt.) Arlington St. (Lt.)
11.12 Begin Bridge
11.20 CLACKAMAS RIVER, S City Limits
11.24 N. City Limits
11.26 End Bridge
11.30 Begin Interchange
11.38 O-Xing, Conn. to Ckackamette Park Road
11.48 Conn., to Clackamette Park Road
11.53 U-Xing, E. PORTLAND FREEWAY HWY. No. 64 (M.P. 9.29)
11.73
11.78 Abernethy Creek
11.87 End Interchange
11.94 Jct. CASCADE HWY. (S SECT.) No 160 (M.P. 0.00)
12.00 Begin Painted Median
12.22 Water St. Partial Viaduct
12.29 Water St. Viaduct
12.33 Hwy. No.3 Conn., 8th St.
12.39 U-Xing, Hwy. No 3
12.40 Water St. Retaining Wall
12.56 Jct. OSWEGO HWY. No. 3 (M.P. 11.66)
Gr.-Xing, Portland Traction Co.
12.62 U-Xing, S.P. Co. (3 tracks)
12.83 U-Xing, Foot Bridge
13.04 Begin Asph. Conc. Pvmt.
13.44 Hedges St.
13.75 S. City Limits Leaving Portland Urban Limits
13.86 Partial Viaduct
OREGON CITY
2nd Ave.
ENLARGEMENT (2 times)
X6.11
X6.11 Jct PACIFIC HWY. No. 1 (M.P. 307 46)
X6 00N Jct. Hwy. No. 1 (N. Bnd.)
X5.97N Jct. SWIFT HWY. No 120 (M.P
X5.96 O-Xing Hwy. No.1
X5.92 X5.96N O-Xing, Hwy. No. 1 Conn
X5.84N N. Marine Dr. (Co.)
X5.77 X5.77N End Interch.
X5.75 O-Xing Connection
N. Union Ave.
FAU 9809
X5.30 City Street
X5.14 End Frontage Road
5 X4.90 Begin Interchange
X4.87 O-Xing, Connection Walker Street
X4.78 Jct. VANCOUVER HWY. No. 122 (M.P. 0.0
X4.64 Jct. Hwy No. 122 (N Bnd.) (N.E. 6th
X4.52 Conn., to Schmeer Rd. (Rt.), to City St (Lt.)
X4.46 O-Xing, Schmeer Road (Conn.)
X4.41 COLUMBIA SLOUGH
X4.01
X4.01 N.E. Columbia Blvd. (Co.)
4
X3.86 O-Xing, Union Pacific R.R.
X3.75 Jct., N.E. PORTLAND HWY. No 123 (M.P.
X3.73 OSHD Maint Station N.E. Lombard
99 E
PORTLAND
X3.25 N.E. Portland Blvd
X2.75 N.E. Killingsworth St.
X2.50 N.E. Alberta St.
N.E. Union Ave.
X1.75 N.E. Fremont St.
N.E. Hancock St.
X1.32 N.E. Knot St.
X0.94
X0.84 N.E. Brdwy.
X0.98N
X0.84N

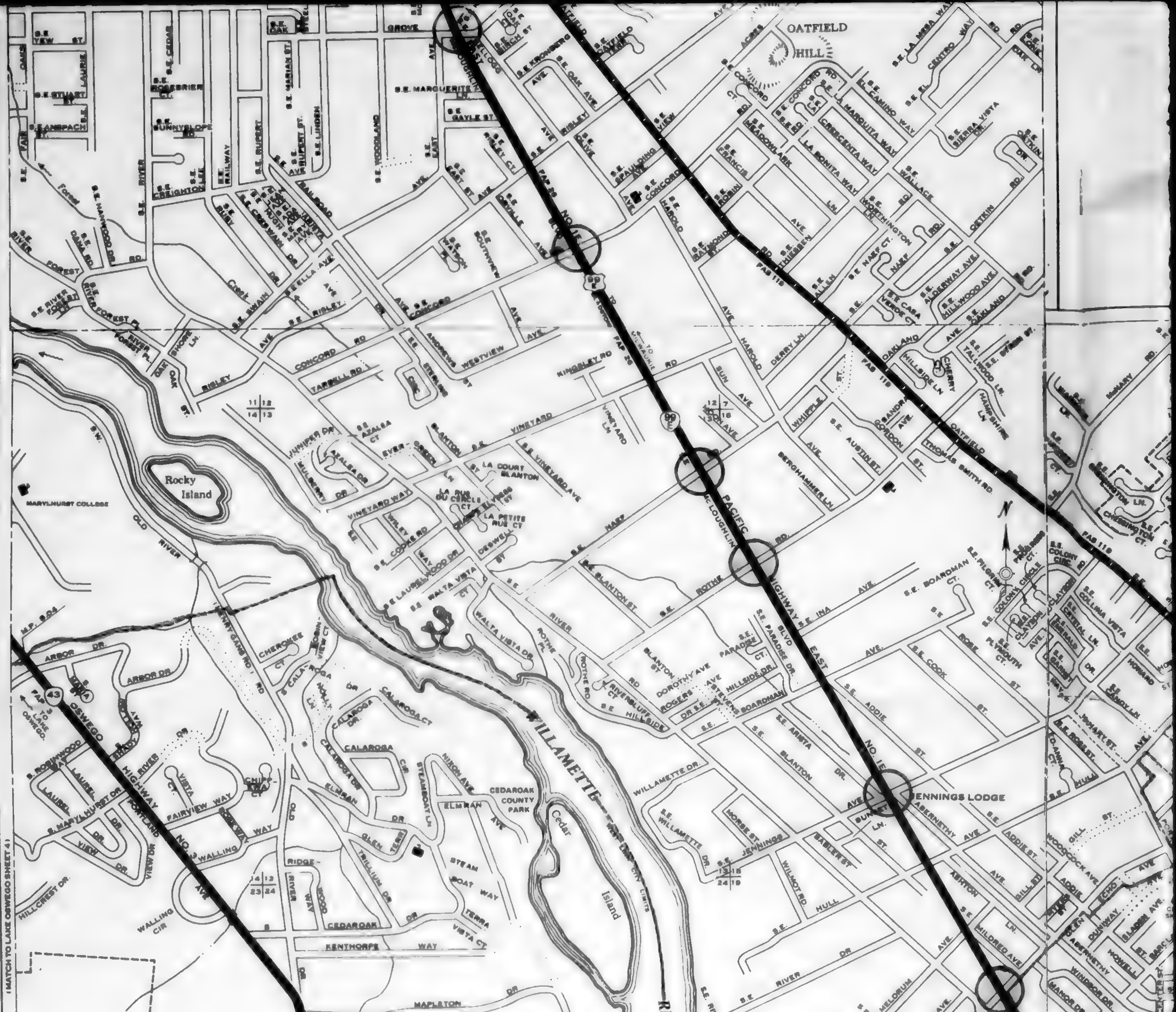

P O R T L A N D
N
MULTNOMAH COUNTY
CLACKAMAS COUNTY
PACIFIC HWY
McLOUGHLIN BLVD
NO. 1E
CLACKAMAS HIGHWAY
NO. 171
FAS 133
FAS 119
SOUTHERN PACIFIC
RAILROAD
WILLAMETTE RIVER
CLACKAMAS
MULTNOMAH
Elk Rock Island
Crystal Lake
Kellogg Lake
Johnson Creek
Kellogg Creek
M.P. 5.40 HWY. 1E
M.P. 0.11 HWY. 171
M.P. 0.00
M.P. 0.10
M.P. 0.12
M.P. 1.96
M.P. 2.17
M.P. 2.40
M.P. 2.41
PORTLAND (CITY LIMITS)
S.E. SPOKANE
S.E. TACOMA
S.E. TENINO
S.E. UMATILLA
S.E. SHARNEY
S.E. SHERRETT
S.E. CLATSOP
S.E. MARION
S.E. CRYSTAL SPRINGS BLVD.
S.E. BERKELEY WAY
S.E. HARNEY ST
ANDOVER PL.
S.E. MANCHESTER PL.
S.E. ST. ANDREWS DR.
S.E. WAVERLY DR.
CEMETERY
OCHOCO
MILPORT
OXFORD
LAVA DR
ROSWELL ST
BOYD ST
WAKE ST
MALCOLM ST
FILBERT
OLSEN ST
ROCKWOOD
KELVIN ST
BALFOUR ST
HARVEY ST
HARVESTER DR.
KING ST
LLEWELLYN ST
HARRISON
JACKSON
MONROE
JEFFERSON
WASHINGTON
ADAMS
RIO VISTA
CONWAY
SELLWOOD
EDISON
CHEMEKETA
WISTER
GROGAN
LAKE RD
INTERNATIONAL WAY
S.E. EVERGREEN AVE.
S.E. SILVER SPRINGS RD
S.E. WALDRON RD
S.E. TORBANK RD
S.E. HOLLY AVE.
S.E. WILLAMETTE AVE.
S.E. COURTNEY RD.
S.E. HAZEL ST.
S.E. PINEHURST
S.E. CARDINAL ST
S.E. ALDERCREST RD
S.E. KELLOGG CR.
S.E. RYAN CT.
OAK GROVE
LAKE OSWEGO SHEET 21
MATCH TO MILWAUKIE SHEET 21


OAK GROVE
OATFIELD HILL
JENNINGS LODGE
Rocky Island
MARYLHURST COLLEGE
WILLAMETTE RIVER
Cedar Island
CEDAROAK COUNTY PARK
RIVERGREENS GOLF COURSE
Clackamas Rapids
T 2S R 1E W.M.
WEST LINN
PACIFIC HIGHWAY EAST NO. 1
OSWEGO HIGHWAY NO. 3
FAP 3
FAP 26
43
99E
(MATCH TO LAKE OSWEGO SHEET 2)
(MATCH TO LAKE OSWEGO SHEET 4)
(MATCH TO MILWAUKIE SHEET 4)
(MATCH TO WEST LINN SHEET 1)
S.E. COURTNEY RD.
S.E. OAK GROVE BLVD.
S.E. HILL ROAD
S.E. CONCORD RD.
S.E. RIVER RD.
S.E. OATFIELD RD.
S.E. JENNINGS AVE.
S.E. THOMAS SMITH RD.
S.E. ROETHE RD.
S.E. BOARDMAN AVE.
S.E. COUNTY ROAD
RIVERDALE DR.
PRIVATE ROAD RIVER GREENS
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM · STATE
FEDERAL AID SECONDARY SYSTEM · COUNTY
OTHER FEDERAL AID SECONDARY · LOCAL
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

GLADSTONE

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION


OATFIELD HILL
WILLAMETTE RIVER
Rocky Island
Cedar Island
MARYLHURST COLLEGE
CEDAROAK COUNTY PARK
JENNINGS LODGE
PACIFIC HIGHWAY EAST
OSWEGO HIGHWAY
T2S R1E W.M.
WEST LINN
RIVERGREENS GOLF COURSE
Clackamas Rapids
DIERICKX FIELD
(MATCH TO LAKE OSWEGO SHEET 4)
(MATCH TO WEST LINN SHEET 1)
OREGON C
(MATCH TO OREGON CITY
N

GLADSTONE

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY [redacted]
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 6950

Scale in Feet

REVISED March 1973

LEGEND

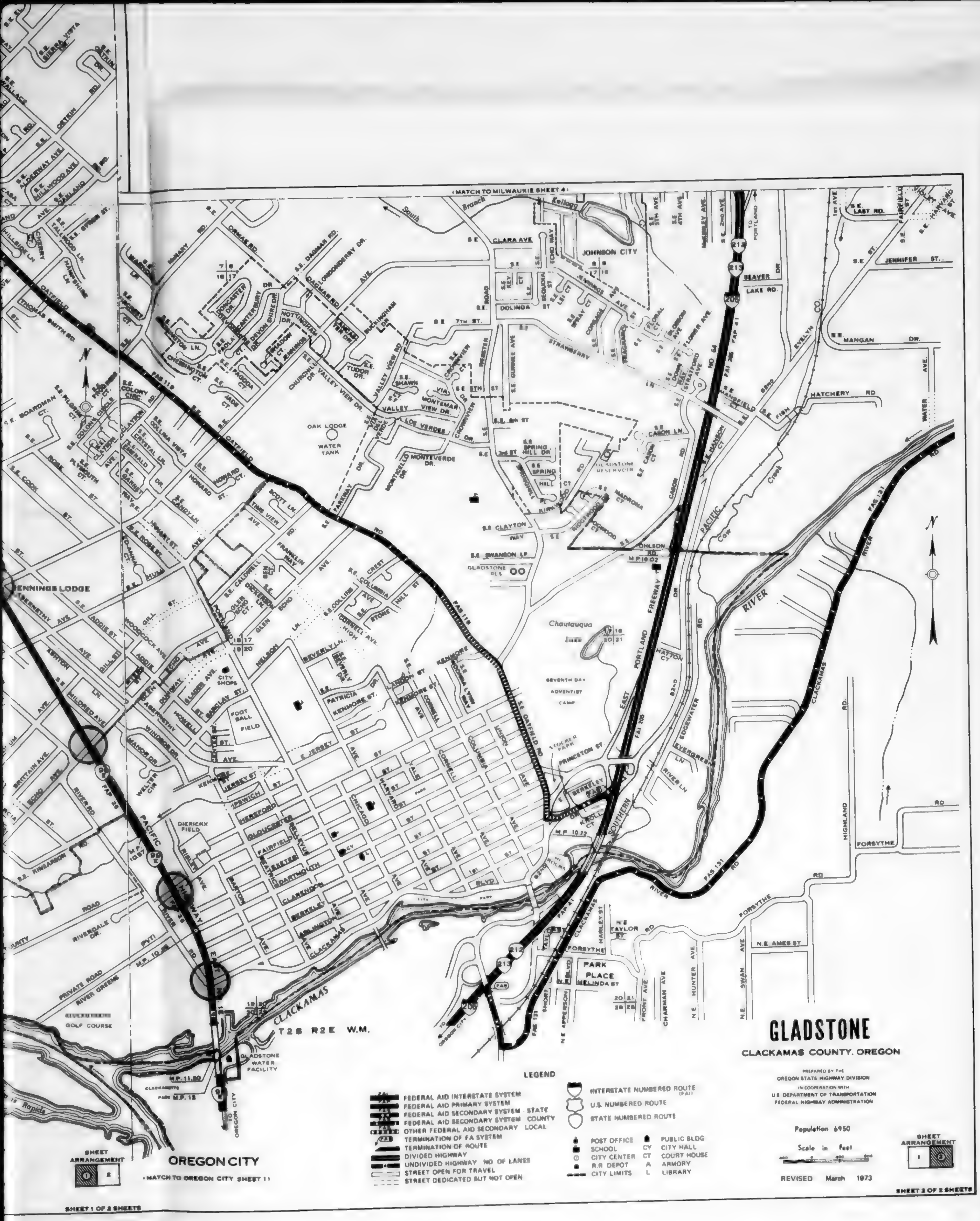
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

●	POST OFFICE	●	PUBLIC BLDG
●	SCHOOL	CY	CITY HALL
⊙	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
— —	CITY LIMITS	L	LIBRARY

SHEET ARRANGEMENT
1 2

SHEET 1 OF 2 SHEETS


(MATCH TO MILWAUKIE SHEET 4)
JOHNSON CITY
JENNINGS LODGE
OAK LODGE WATER TANK
GLADSTONE RESERVOIR
GLADSTONE RES
Chautauqua
SEVENTH DAY ADVENTIST CAMP
CITY SHOPS
FOOT BALL FIELD
DIERICKX FIELD
STICKER PARK
PARK PLACE
GLADSTONE WATER FACILITY
CLACKAMAS RIVER
Clackamas Rapids
Cow Creek
EAST PORTLAND FREEWAY
SOUTHERN PACIFIC
PACIFIC HIGHWAY EAST
OATFIELD RD
FAS 119
FAS 131
FAI 205
FAP 41
FAP 26
M.P. 10.02
M.P. 10.72
M.P. 10.57
M.P. 10.98
M.P. 11.80
M.P. 12
TO PORTLAND
TO OREGON CITY
T2S R2E W.M.
GOLF COURSE
OREGON CITY
(MATCH TO OREGON CITY SHEET 1)
SHEET 1 OF 2 SHEETS
SHEET 2 OF 2 SHEETS
SHEET ARRANGEMENT
1
2
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM · STATE
FEDERAL AID SECONDARY SYSTEM · COUNTY
OTHER FEDERAL AID SECONDARY · LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY · NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in feet

GLADSTONE

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 6950

REVISED March 1973

9701 FA1-X

March 26, 1981

ACC

Mr. Winston W. Kurth
Assistant Director
Environmental Services
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

Preliminary Engineering will begin soon on the Milwaukie-Oregon City section of McLoughlin Boulevard.

Financial sharing of the P.E. is:

Total Estimated Cost	$71,200.00
Less Federal Funds (85%)	60,500.00
Less State Share (7.5%)	5,350.00
COUNTY SHARE (7.5%)	$ 5,350.00

The attachment describes the three options for making your advance deposit. Please select an option and submit your advance deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 883: Jon Rose, Metro Federal Aid Engineer
Vern Skoog - Please return completed AD # 883
when advance deposit is received.

GKEH

7728

1E

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME: Milwaukie-Oregon City (McLoughlin Blvd.)

HIGHWAY NAME: Pacific Highway East

HIGHWAY NUMBER: 1-E

REGION 1	ADMINISTRATIVE DISTRICT 2B	COUNTY Clackamas	CITY

LENGTH: 5.7 miles

MILEPOST NUMBER: 6.30 TO 12.0

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Clackamas County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (I-505 Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct approximately six miles of overhead wire signal interconnect from Milwaukie to Oregon City (McLoughlin Blvd.). Replace existing controllers as needed for the signal interconnect. Correct nine intersection deficiencies along McLoughlin Blvd. by the addition of turning lanes on McLoughlin Blvd. and on cross streets. The specified intersections are: SE Jackson, SE Courtney, SE Oak Grove, SE Concord, SE Naef and Rothe Roads, SE Jennings, Glen Echo and Gloucester.

1 Verstoeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 3 9 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring to __/__
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 30,800

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 36,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☒	☐	☐
PROPOSED	☐	☐	☐	☒	☒	☐

DESIGN SPEED (MPH): 45

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

REFERRED TO
Board
Staudenmeyer
Cole
1 Mann
Erikson
Watson
Hager
Dorn
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Nepin
Location Engineer
Date 3/18/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 - \ iable width	4
SHOULDERS	variable	Yes
MEDIANS	yes	yes
PARKING LANES	no	no
SIDEWALKS	intermittent	Intermittent
BIKEWAYS	no	no
INTERCHANGES	no	no
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☐	☒
Right of Way	☐	☐	☒
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

		NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☐	☒
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☐	☒

Type ______________________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☒	☐	☐
Reconnaissance Available	☐	☒	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3)	3
PRELIMINARY DESIGN	( )	2
DESIGN APPROVAL/FINAL EIS	( )	1
RIGHT-OF-WAY DESCRIPTIONS	( )	2
RIGHT-OF-WAY ACQUISITION	( )	3
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE ______________ (Region) [redacted] (Salem)

6 - SUGGESTED BASE DESIGN

M	NEW WORK	OVER EXISTING

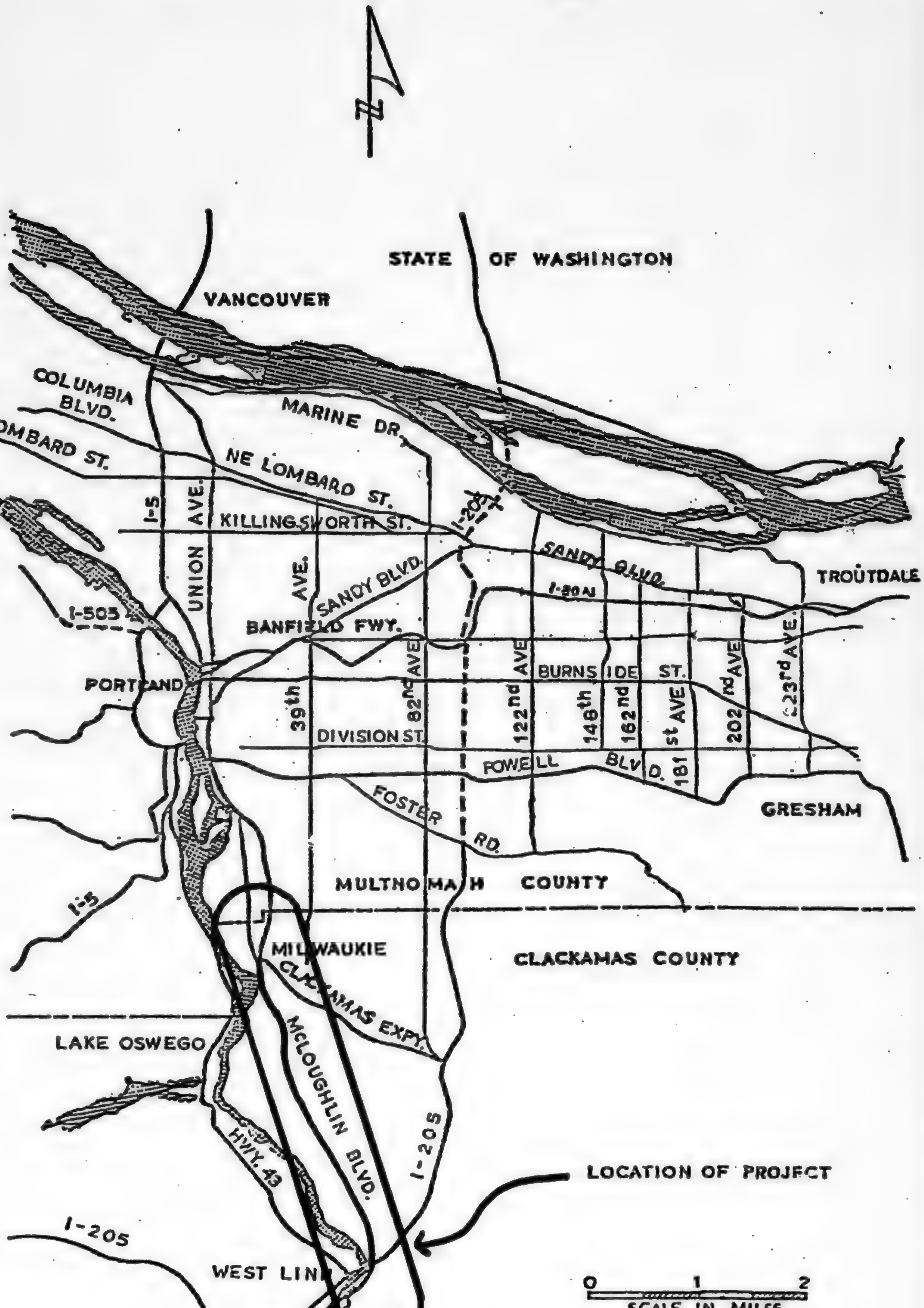
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	70,000	70.000
RIGHT OF WAY		
TRAFFIC CONTROL	420,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	510,000	
OTHER ________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$1,000,000	

SUBMITTED BY ____________________


N
STATE OF WASHINGTON
VANCOUVER
COLUMBIA BLVD.
MARINE DR.
LOMBARD ST.
NE LOMBARD ST.
WILLAMETTE
I-5
UNION AVE.
KILLINGSWORTH ST.
I-205
SANDY BLVD.
TROUTDALE
39th AVE.
SANDY BLVD.
I-80N
I-505
BANFIELD FWY.
82nd AVE
122nd AVE
BURNSIDE ST.
148th
162nd
181st AVE
202nd AVE
223rd AVE.
PORTLAND
DIVISION ST.
POWELL BLVD.
FOSTER RD.
GRESHAM
MULTNOMAH COUNTY
I-5
MILWAUKIE
CLACKAMAS COUNTY
CLACKAMAS EXPY.
LAKE OSWEGO
McLOUGHLIN BLVD.
HWY. 43
I-205
LOCATION OF PROJECT
I-205
WEST LINN
0
1
2
SCALE IN MILES
OREGON CITY

9721

AGR

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. E. Swan
Operation Programming Engineer

DATE: March 11, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Interstate Transfer (e)(4) Project
Milwaukie-Oregon City Section
Pacific Highway East, No. 1E
Clackamas County

Our review of the subject draft has indicated to us that certain revisions or clarifications should be included:

Recitals -- Paragraph 5:

The existing signals to be interconnected are eleven in number, and are the intersecting streets of River Road (Bluebird Street), Park Avenue, Courtney Road, Oak Grove Boulevard, Concord Road, Naef Road, Roethe Road, Jennings Avenue, Glen Echo Avenue, Gloucester Street, and Arlington Street (River Road).

We believe that these intersections should be listed to avoid any misunderstanding.

In addition to Clackamas County, the cities of Milwaukie and Gladstone are involved in jurisdiction of certain streets included in this project. Milwaukie is paying for power at the River Road (Bluebird) intersection; and Gladstone is furnishing power for the signal at Gloucester Street, and both maintenance and power for the signal at Arlington (River Road), the latter being covered by an agreement dated October 1, 1968. 3631

Agreements or correspondence mentioning agreements were not found in our files for the Courtney, Oak Grove, Concord, or Jennings intersections. These were the first signals installed on the "Super Highway" in this area, and it is believed that the time of installation (circa 1948-50) was prior to the policy of County participation.

Would you please modify the subject draft as you feel necessary with the above information.

L. E. George
Traffic Engineer

4940
4-16-74

TOPICS

BET:er

Attachment

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAR 13 1981
REFERRED TO
FOR
FILE: PM FA LG.

3706

5

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Milwaukie-Oregon City Section

DATE: 3/10/81

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
MAR 11 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ XX No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ XX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ATTACHMENT

cc: E.J. Valach
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
eg. (M) Engr.: R.N. Bothman
eg. (1) Engr.: E.L. Hardt
is. (2) Engr.: W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8102 2 470

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

BEN GIFFORD
2-9-81

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Dept. of [illegible]
RECEIVED
MAR 04 1981

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8102 2 470 Due Date: MAR 6 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (✓) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency DEQ By Howard W. Harris

LM

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT
FEB 13 1981
SALEM

FEB 25 1981

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8102 2 470

Due Date: MAR 0 6 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect..

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Map indicates only 8 interchanges

Agency LCDC By Linda Girard

9738

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: March 5, 1981

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAR 5 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: THE FILE

File No: 26-1926

FROM: R. N. BOTHMAN Bothman
Administrator

3-6

3/9/81

R

SUBJECT: McLoughlin Boulevard Project

Discussed the possibility of developing some type of a TSM short term (six months) project with Andy Cotugno. Cotugno had previously discussed the same effort with Representative Lindquist. Representative Lindquist indicated he would be discussing possibilities with the Department.

The idea would be to primarily restripe the existing pavement in order to develop an additional lane.

The five proposals advanced by Andy include:

1. Restripe the section from Reedway to Ross Island Bridge as proposed in the McLoughlin project to provide for a reversible HOV lane.
2. Widen within the trees and remove the parking between Tacoma and Reedway to establish a singe reversible HOV lane.
3. Reconstruct the Tacoma Interchange as proposed in the McLoughlin Project with a modified left-turn lane.
4. Provide a bus only queue lane at Ochoco to start the HOV lane.
5. Provide express bus signals preemption throughout McLoughlin section.

This is very similar to the earlier TSM project proposed by MSD and rejected by MSD staff as well as Council.

The cost of the project proposal did not provide benefits for a TSM solution, however, it might be reconsidered as a short term, i.e. a five year solution and prove beneficial.

However, looking at the short term the only benefit provided the HOV lanes which would as a short term relieve the other lanes of 400 vehicles during the peak hour. This would still leave 1700 vehicles in the remaining two lanes inbound in the morning and outbound in the evenings. It would not provide any relief through the local streets. It still leaves the section operating at a level service E.

There might be a proposal advanced that would simply address the intersection at Tacoma. I am not sure there is any justification for expenditure of funds for an HOV lane by itself. There could be justification as a part of a project to provide an additional lane (two lanes), but to provide a HOV lane for 400 vehicles at a construction cost is not cost beneficial.

I have continuously objected to a reversible HOV lane on an arterial street. I supported the reversible bus lane on Barbur because it was restricted to a limited bus usage. The buses operated by trained drivers used to using that facility. I don't think it would be safe to turn carpoolers loose in a reversible HOV lane unless there were adequate shy distances between the oncoming traffic lanes. Because of maintenance costs I do not favor the high cost versus the benefit of handling 400 cars due to the daily manpower and equipment and material required for the reversible part of the HOV lane.

The problem with McLoughlin is that we have 60 feet between curbs which provides for five 12 foot lanes without shy distance between the HOV lanes and the regular auto lanes and the curb.

We also have the major problem of addressing the removal of parking in front of the park as well as the impacts upon the park which would require an environmental effort.

My concern is that any preemption requiring any delay in the auto traffic for the 14 buses operating during the peak one hour period would cause more harm than good, that is, would deter more cars than the benefits derived from 14 the buses using the preemption of the signals.

The only feasible possibility in my analysis seems to be the proposal to attempt to improve the intersection of Tacoma and McLoughlin which is the current bottleneck in which might buy us a few years. It would not solve any of the neighborhood conflicts to divert the traffic conflicts, or promote transit or carpool ridership.

RNB:nyr

cc: H. S. Coulter
D. R. Adams
T. A. Spence

9701

5

1057

ROW 18-2

March 3, 1981

R. A. Engelbert
Southern Pacific Transportation
Company
324 Union Station
Portland, OR 97209

Permit of Entry
McLoughlin Blvd. Project
SPTC File 323-3

RAILROAD COMPANIES
FILE No. 1057

ATTENTION: LeRoy Hummel

Dear LeRoy:

Attached is the Southern Pacific Transportation Company's copy of the fully-executed Permit of Entry relating to the subject project.

Thank you for your cooperation in this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.
bc: J. B. Boyd - w/copy
J. L. Sollis
C. T. Keasey
Robert Gormsen - w/original
D. E. Swan - w/copy
Robert Bothman - w/copy
Ed Hardt - w/copy

Cc to Boyd
3/12/81

9708

February 26, 1981

COM 21-2

Mr. E. J. Valach
Acting Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Valach:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for four highway projects in the Portland Urbanized Area. Funds for these projects are available from the withdrawal of either the Mt. Hood or Industrial Freeways from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Mt. Hood Freeway funding:

1) Sellwood Neighborhood Traffic Diversions Project
   SE Tacoma St. (FAU 9704)
   Multnomah County
2) SW Madrona St.-SW Jean Rd. (Lake Oswego) Sec.
   Lower Boones Ferry Rd. (FAU 9473)
   Clackamas County

Industrial Freeway funding:

1) East Side Signal Replacements (Portland) Project
   Multnomah County
2) Milwaukie-Oregon City Section
   Pacific East Hwy. (FAP 26)
   Clackamas County

Mr. E. J. Valach
February 26, 1981
Page 2

I have directed the Project Management Branch of the Highway Division to process these projects with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F.B. Klaboe
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-26(25)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10120

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/18/81

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION: Milwaukie - Oregon City Section

11. GENERAL DESCRIPTION OF WORK Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Utility Preparatory Work TEC $71,200 - F.F. $60,500
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 2/18/81.

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO Moehring
FOR

Orig to: 3-20-81

14. DATE 2/18/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TO: E.J. Valach, Acting Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LO[illegible]ION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.,P	ROUTE NO. STATE
SR 99E, 0.5 mi. N. of Clack. Riv., N. 5.0 mi. "Milwaukie-Oregon City Section"	772	10120	IX-26(25)	25	1E

Access Control N/A Parking Restrictions N/A System Revision None

Airports (within 2 Mi.) None ROW N/A

Water Development None Recreation & Historical Areas None

Clackamas 005 (I-505 Transfer)

A-95 Review:

PNRS # 8102-2-470

State Cl. Ho. .... Exempt___ Date Approved 3/10/81

Dist. 2 Cl. Ho. ..... Exempt___ ~~Date~~ Approved in MSD TIP No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 1/13/81

Major/Significant___(EIS) Major/Non-significant___(Neg.) Non-major___(None)

1-EIS___ 3-Draft Assessment & FONSI___ 2-Categorical Exclusion X

Notes: (1) Project in Congressional District 3 .

(2) Included in MSD FY '81 TIP/AE on page 166, No. 135.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases *

___ All Phases thru Final Envir. Document

___ Incl. Archeological Salvage

X " Util. Preparatory Work

___ " R.R. Preparatory Work

*In accordance with Oregon Action Plan, Federal Regulation & Statutes.

Est. Proj. Cost:

	TEC NTE	$ 71,180
85.0%	FF	$ 60,500
7.5%	STATE	$ 5,340
7.5%	Co.	$ 5,340

For PR-37:

Field Phase $___

PS&E Phase $___

REMARKS: 1) Attached is a copy of "Authority for Survey" & project map.
2) Request based on February 9th, letter to you from Mr. F.B. Klaboe, Director of Dept. of Transportation.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
2-18-81	D.E. SWAN Original Signed By D. E. Swan	OPERATION PROGRAMMING ENGINEER

cc: GENERAL FILE

9708 5

February 9, 1981

ON 21-2

Mr. E.J. Valach
Acting Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Dear Mr. Valach:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Industrial Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Milwaukie-Oregon City Section
Pacific East Highway (ORE 99E)
Clackamas County

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F.B. Klaboe
Director

cc: Metropolitan Service District

JLG: jv

bc: H. S. Coulter
R. N. Bothman
D. H. Moehring

9708

CON 21-2

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: February 6, 1981

FROM: R. H. Prange
Local Programs Supervisor

SUBJECT: MILWAUKIE-OREGON CITY
Pacific Highway East (McLoughlin Blvd.)
Clackamas County

The Transportation Commission approved the addition of the subject project to the Six-Year Program on October 21, 1980. The location of the project is indicated on the attached map.

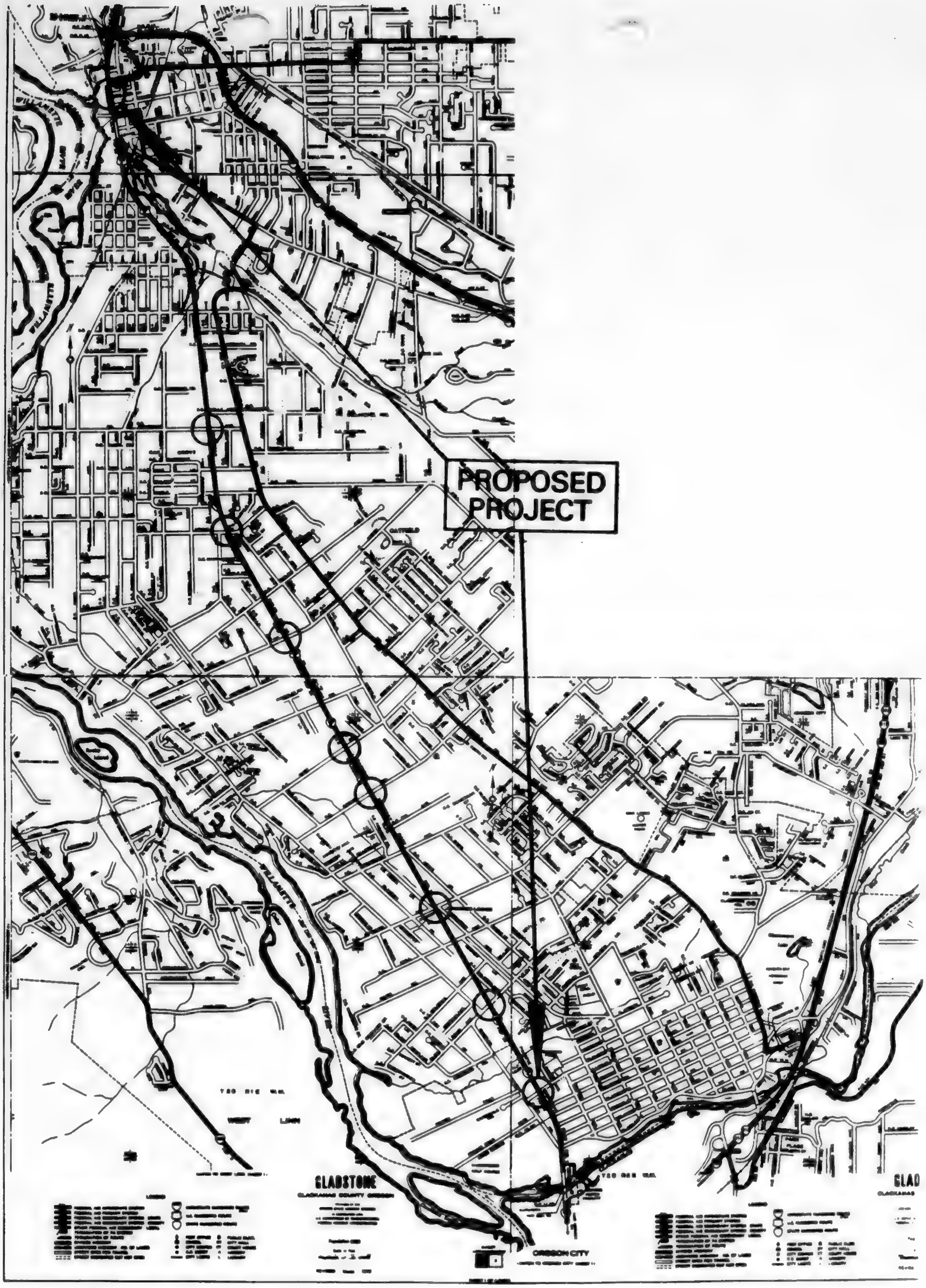
The project will interconnect twelve existing signals and improve nine intersections by adding turn lanes on McLoughlin Blvd. and on intersecting streets at Jackson, Courtney, Oak Grove, Concord, Naef, Rothe, Jennings, Glen Echo, and Gloucester. State will perform preliminary and construction engineering.

The project is funded with I-505 Interstate Transfer funds and is included in the McLoughlin Blvd. Funding Reserve. The 15% local match will be shared on a 50/50 basis by the State and Clackamas County.

GEZ:pf
Attachment

D. E. Swan - Please Program & Update PMS.
cc w/Attachment:

L. E. George	J. Grassman
G. Potter	Region M:
F. E. Terpin	R. N. Bothman
R. Trygstad	T. Spence
D. O. Christensen	J. Rose
J. Sullivan	


PROPOSED
PROJECT
GLADSTONE
CLACKAMAS COUNTY OREGON
GLAD
CLACKAMAS
OREGON CITY

Form E-33 (Rev. 3-71)

(MCC 0001) 2 80-58

7708

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

S on: Milwaukie-Oregon City (McLoughlin Blvd.)

Highway: Pacific Highway East

County: Clackamas

Date: January 21, 1981

Authorization No.: 1

Survey Prefix: 3-1918 (Assigned by Salem office)

Description of termini, route, length, etc.: The beginning termini is M.P. 6.30 and continues through to M.P. 12.0 along McLoughlin Blvd. for a total length of 5.7 miles. This project includes improvements to 9 intersections as well as traffic signal interconnection along the entire length.

Proposed: Intertie 12 signals on McLoughlin Blvd. from Milwaukie to Oregon City. Improve 9 intersections by adding turning lanes and overlaying as needed:

1) SE Jackson St.
2) SE Courtney Ave.
3) SE Oak Grove
4) SE Concord
5&6) SE Naef & Rothe Rds.
7) SE Jennings
8&9) Glen Echo & Gloucester

Purpose of survey: State to perform field survey, prepare plans, specifications, estimate, and complete PS&E.

"IX-26(25)"
2-18-81

Estimate of cost: $930,000
FUNDING: FAIX (I-505 Transfer)
CATEGORY: 3

Estimate of Cost

Field Survey	(901)	30,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	9,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	1,500
Soils & Geology	(910)	
Traffic	(911)	21,500
Landscape	(912)	
Liaison R/W	(913)	300
Utility	(914)	2,000
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	4,000
Administrative Services	(922)	200
Environmental	(923)	1,100
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	300
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

OTC approved 10-21-80 1,000,000

RECEIVED
FEB 10 1981
LOCATION SECTION

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$70,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer
URTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
DONALD R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

ARP

9768

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: January 20, 1981
PREFIX:

1 - IDENTIFICATION

PROJECT NAME	Milwaukie-Oregon City (McLoughlin Blvd.)
HIGHWAY NAME	Pacific Highway East
HIGHWAY NUMBER	99E
REGION	1
ADMINISTRATIVE DISTRICT	2B
COUNTY	Clackamas
CITY	
LENGTH	5.7 miles
MILEPOST NUMBER	6.30 TO 12.0

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Clackamas County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (I-505 Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct approximately six miles of overhead wire signal interconnect from Milwaukie to Oregon City (McLoughlin Blvd.). Replace existing controllers as needed for the signal interconnect. Correct nine intersection deficiencies along McLoughlin Blvd. by the addition of turning lanes on McLoughlin Blvd. and on cross streets. The specified intersections are: SE Jackson, SE Courtney, SE Oak Grove, SE Concord, SE Naef and Rothe Roads, SE Jennings, Glen Echo and Gloucester.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 30,800

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☒	☐	☐
PROPOSED	☐	☐	☐	☒	☒	☐

DESIGN SPEED (MPH): 45

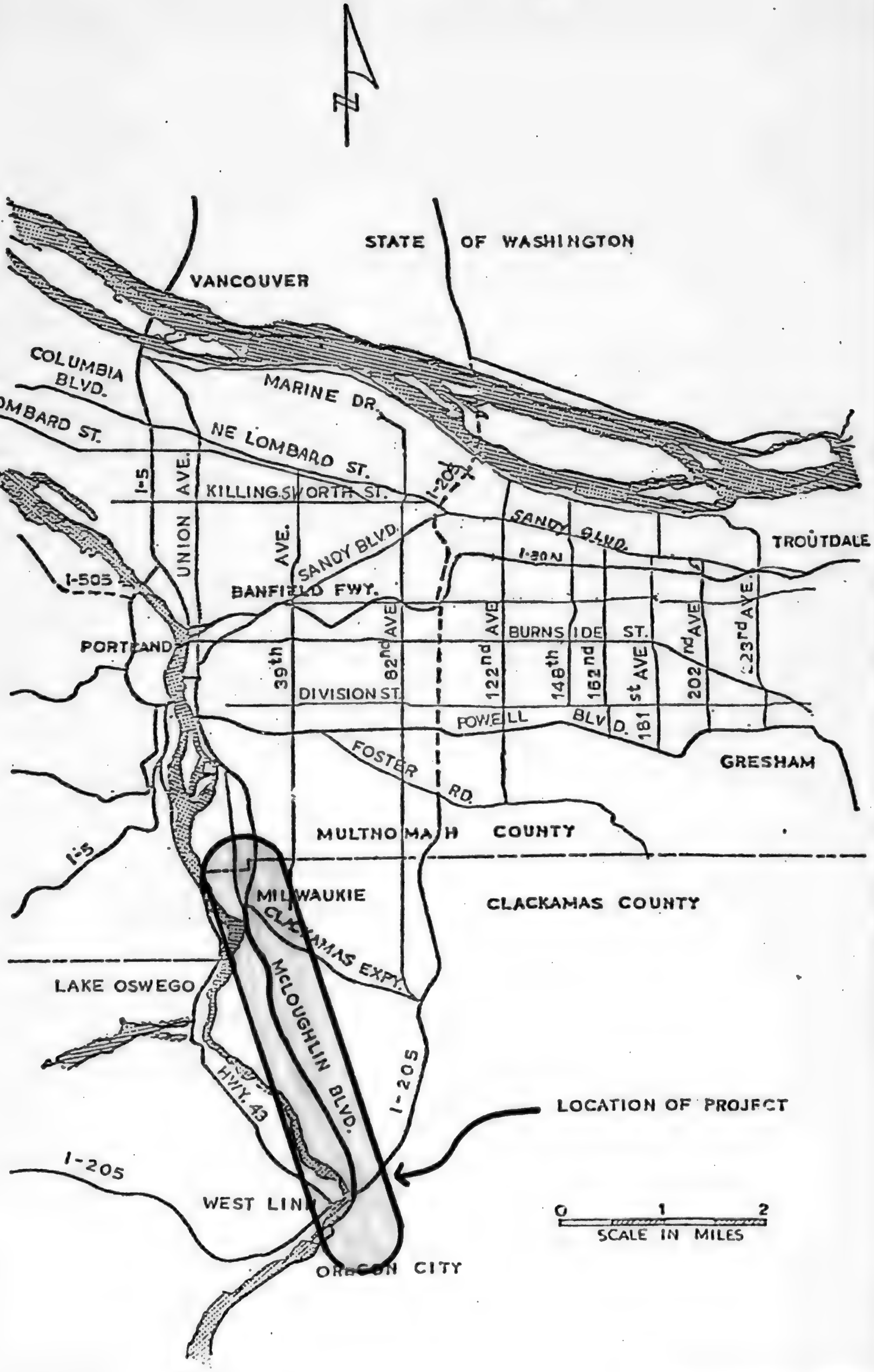
DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 - variable width	4
SHOULDERS	variable	Yes
MEDIANS	yes	yes
PARKING LANES	no	no
SIDEWALKS	intermittent	Intermittent
BIKEWAYS	no	no
INTERCHANGES	no	no
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☐	☒	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☐	☒	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☐	☒	Coast Guard	☐	☒	☐
Right of Way	☐	☐	☒	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐


STATE OF WASHINGTON
VANCOUVER
COLUMBIA BLVD.
MARINE DR.
LOMBARD ST.
NE LOMBARD ST.
WILLAMETTE
I-5
UNION AVE.
KILLINGSWORTH ST.
I-205
SANDY BLVD.
AVE.
TROUTDALE
I-80N
I-505
BANFIELD FWY.
PORTLAND
BURNSIDE ST.
39th
82nd AVE
122nd AVE
148th
162nd
181st AVE
202nd AVE
223rd AVE.
DIVISION ST.
POWELL BLVD.
FOSTER RD.
GRESHAM
MULTNOMAH COUNTY
CLACKAMAS COUNTY
MILWAUKIE
CLACKAMAS EXPY.
LAKE OSWEGO
McLOUGHLIN BLVD.
HWY. 43
I-205
LOCATION OF PROJECT
WEST LINN
OREGON CITY
0 1 2
SCALE IN MILES

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☐	☒	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☒	☐	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☒	☐	☐

Type ______________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	 STATE	 CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE•
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3)	3
PRELIMINARY DESIGN	( )	2
DESIGN APPROVAL/FINAL EIS	( )	1
RIGHT-OF-WAY DESCRIPTIONS	( )	2
RIGHT-OF-WAY ACQUISITION	( )	3
P.S. & E. DOCUMENTS	( )	2

RECOMMENDED CONSTRUCTION DATE ______________ (Region) ______________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	70,000	
RIGHT OF WAY		
TRAFFIC CONTROL	420,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	510,000	
OTHER ______		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$1,000,000	

SUBMITTED BY ______________________

9708

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Project Category Request
Oregon Project IX-26(-)
Milwaukie-Oregon City
Pacific Hwy. East, Clackamas County

Date: January 13, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your December 22, 1980 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Excusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

G. L. Green
for

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg I, Env)

ENVIRONMENTAL SECTION
January 15, 1981

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
B. L. Gifford (2)
R. H. Prange
Phil Lewellyn
Surfacing Design
R. N. Bothman
E. L. Hardt
Jef Kaiser
Harry Woodward
Clarence Eshelmann

G KEH

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

IX-26(-)

A. Project Identification:

Section Milwaukie-Oregon City

Highway Pacific Highway East

County Clackamas

Region I

(Attach Sketch Map)

Date December 22, 1980

City --- Hwy. No. 1-E

Begin M.P. 6.3 Length 5.7 miles

Program Estimate $1,000,000

Funding Source FAIX (I-505 transfer)

B. Purpose, Need, and Description of Project (Describe Alternatives):

To improve traffic flows, access from cross streets and safety in a highway section which is experiencing increasing congestion and delays and is faced with a 20% increase in traffic by the year 2000. Signals will be intertied over the length of the project and turning lanes will be added at nine intersections, on both Pacific Highway East and the cross streets.

C. Recommended Project Category and Documentation:

Project Category		Documentation
	1	Draft and Final EIS
	2	Environmental Assessment and Finding of No Significant Impact
X	3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding

☐ Cultural Resource Survey

☐ Section 106 Procedures

☒ Noise Study Report

☒ Indirect Source Construction Permit

☐ Section 4(f) Determination

Basis for Recommended Category: This project consists of actions which fall within the definitions of categorical exclusions #13 (addition of auxiliary lanes for localized purposes) and #14 (traffic control devices) and is not expected to require more than minor amounts of right-of-way.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	four and five	add turn lanes
Median (Yes/No)	yes	
Shoulders (Yes/No, Paved, Gravel)	paved	
Average Daily Traffic (Volume/Year)	28,000-35,000 (1979)	
Alignment (New, Combined, Existing)		existing
Speeds (Posted/Estimated)	45 MPH	45 MPH

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Minor, if any
Estimated Number of Parcels	
Residential Relocation (No.)	
Business Relocation (No.)	

2. Estimated Impact on Land Use: No significant impacts.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
Would allow smoother traffic flows and access from cross streets.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:
None affected.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None affected.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Craig Markham 238-7438

V).

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RETAKE

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early bird stocks

Today's mid-day trend on the New York Stock Exchange reported by Smith, Barney, Harris, Upham & Co.

	Today	Change
Am Tel	46¼	⅛ U
Beth Steel	26⅛	⅛ U
Boeing	38	⅛ U
Chrysler	5½	—
Crown Zel	50¼	⅜ U
DuPont	38½	⅜ D
Evans Prod	22¼	¼ D
Exxon	80¼	⅝ U
Gen Elec	58½	¼ U
Gen Mtrs	43⅞	½ U
Ga Pac	23⅞	⅛ D
La Pac	26	⅛ D
Int'l Papr	43	½ U
Kennecott	26½	⅛ D
Pac G&E	20	—
Pan Am	4¾	⅛ D
Sears	14¾	—
So Pacific	42⅜	—
Std Oil Cal	102	⅝ U
Tektronix	61¾	⅛ D
Un Pac	78¼	1½ U
UAL	16⅞	¼ D
U.S. Steel	22¼	⅛ D
Westg Elec	29¼	—
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Xerox	60¼	¼ U
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FAX (503) 687-0304

END

OF

RETAKE

77C /

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date December 15, 1980

Section Milwaukie-Oregon City

City --- Hwy. No. 1-E

Highway Pacific Highway East

Begin M.P. 6.3 Length 5.7 miles

County Clackamas

Program Estimate $1,000,000

Region I

Funding Source FAIX (I-505 transfer)

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

To improve traffic flows, access from cross streets and safety in a highway section which is experiencing increasing congestion and delays and is faced with a 20% increase in traffic by the year 2000. Signals will be intertied over the length of the project and turning lanes will be added at nine intersections, on both Pacific Highway East and the cross streets.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3 (Class 2)	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☒ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category: This project consists of actions which fall within the definitions of categorical exclusions #13 (addition of auxiliary lanes for localized purposes) and #14 (traffic control devices) and is not expected to require more than minor amounts of right-of-way.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	four and five	add turn lanes
Median (Yes/No)	yes	
Shoulders (Yes/No, Paved, Gravel)	paved	
Average Daily Traffic (Volume/Year)	28,000-35,000 (1979)	
Alignment (New, Combined, Existing)		existing
Speeds (Posted/Estimated)	45 MPH	45 MPH

(11-16-79)

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1. Estimated Right-of-Way Impacts:

Acres	Minor, if any
Estimated Number of Parcels	
Residential Relocation (No.)	
Business Relocation (No.)	

2. Estimated Impact on Land Use: No significant impacts.

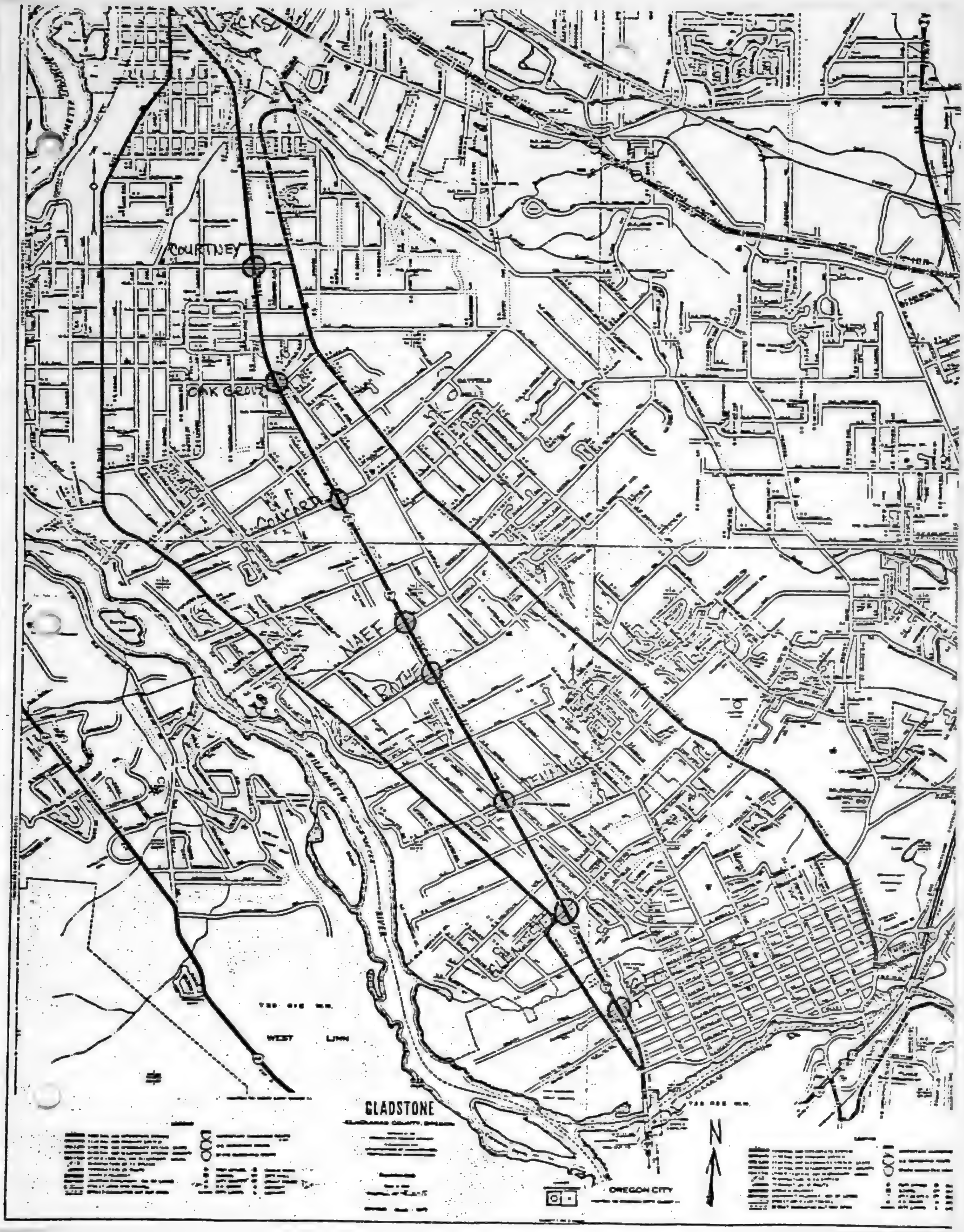
3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
Would allow smoother traffic flows and access from cross streets.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:
None affected.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:
None affected.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:
None identified.

Name of Preparer and Phone Number: Craig Markham 238-7438


PARK
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OAK GROVE
CONCORD
NAEF
ROTHE
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CLACKAMAS COUNTY, OREGON
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Project MILWAUKIE – OREGON CITY (McLOU[illegible]LIN BOULEVARD)

Agency ODOT (METROPOLITAN SECTION **Date** 1/21/81

Type of Project G-P-SIGNALS-SIGNING

Funds SOS [✓ e(4)] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	☐	☑	☐	☐
Monitor PE	☑	☐	☐	☐
Field Survey	☐	☑	☐	☐
Prepare Environmental Statements	☐	☑	☐	☐
Review & Process Envir. Statements	☐	☑	☐	☐
Public Hearings	☐	☑	☐	☐
Citizen Involvement	☐	☑	☐	☐
Action Plan Requirements	☐	☑	☐	☐
Preliminary Design Plans & Specs.	☐	☑	☐	☐
Prepare for Contract Bids	☐	☑	☐	☐
Advertise, Let and Award	☐	☑	☐	☐
Major Construction Engineering	☐	☑	☐	☐
Lab Testing, Final Checking	☐	☑	☐	☐
Utility Responsibility	☐	☑	☐	☐
Maintenance After Completion	☐	☑	☐	☐
Signal Maintenance	☐	☑	☐	☐
Power Consumption	☐	☑	☐	☐
* Local Match	☐	☑	☑	☐
Provide for Right-of-way Agreement		Yes	[✓ No]	

Construction by Contract ☑ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☑ Construction ☑ N/A ☐

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: ODOT and Clackamas Co. are each providing 50% of the local match.

2. That the Metro Council reserves funding for future allocation at the conclusion of preliminary engineering to the projects shown on Attachment "B."

3. That the Metro Council will consider allocation of some of the funds included in the Southern Corridor-Related Reserve if they are needed to support the projects included in the McLoughlin Blvd. Transit Improvement Reserve in the event insufficient funds are available.

4. That Tri-Met should pursue loan funds from the Urban Mass Transportation Administration to purchase the Portland Traction Company Right-Of-Way before requesting authorization of Interstate Transfer funds for that purpose.

5. Clackamas County should pursue private funding and/or right-of-way acquisition for portions of transit improvements proposed along McLoughlin Blvd. before funds are requested to be authorized for that purpose.

6. That the TIP and Annual Element be amended accordingly.

7. That the Metro Council finds the project in accordance with the region's continuing cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District this 25th day of September, 1980.

Marge Kafoury

Presiding Officer

AC:bk
62B/33

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING FEDERAL FUNDS FOR PROJECTS INVOLVED IN THE MCLOUGHLIN BLVD. CORRIDOR IMROVEMENT STRATEGY	)))))	RESOLUTION NO. 80-185 Introduced by the Joint Policy Advisory Committee on Transportation

WHEREAS, The Metro Council, through Resolution No. 79-65 adopted the McLoughlin Blvd. Corridor Improvement Strategy; and

WHEREAS, The strategy was established to provide policy guidance for establishing corridor funding priorities; and

WHEREAS, The Metro Transportation Improvement Program (TIP) includes $4,751,413 (as of March 30, 1980) in the McLoughlin Blvd. Reserve to implement the proposed strategy; and

WHEREAS, Resolution No. 80-184 reallocated an additional $1,632,000 of Interstate Transfer funds to the McLoughlin Blvd. Reserve, increasing the Reserve to $6,383,413; and

WHEREAS, The Metro TIP includes a separate $6,165,781 (as of March 30, 1980) in the Southern Corridor-Related Reserve to implement improvements related to the Corridor Strategy; and

WHEREAS, The Southern Corridor Working Group, composed of representatives for Tri-Met, the Oregon Department of Transportation (ODOT) and affected local jurisdictions, has recommended a proposed funding allocation; and

WHEREAS, Sponsors for the projects to be funded by the allocation of McLoughlin Blvd. Reserve have been identified and requests have been made for federal funding; now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes from the McLoughlin Blvd. Reserve funding for the projects shown on Attachment "A."

ATTACHMENT "B" -- Funding Reserves

	LOCATION	PROPOSED IMPROVEMENT	SPONSOR	FEDERAL FUNDING ALLOCATION
1.	Permanent Milwaukie Transit Station Reserve - Milwaukie	Construction of a permanent transit station and a pedestrian crossing over the McLoughlin Blvd. These improvements would be made in conjunction with locally funded parking and commercial shopping space.	Milwaukie/ Tri-Met	$ 665,000
2.	McLoughlin Transit Improvement Reserve - McLoughlin Blvd. -- Hwy. 224 to I-205	Transit improvements along McLoughlin Blvd., purchase of the Portland Traction Co. right-of-way, refurbishing of the PTC bridge over the Clackamas River for buses, and bus connections to the Oregon City Park and Ride	Tri-Met	$1,096,413
				$1,761,413

AC:bk
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ATTACHMENT "A" -- Funding Authorizations

LOCATION	PROPOSED IMPROVEMENT	SPONSOR	FISCAL YEAR	FEDERAL FUNDING ALLOCATION
McLoughlin Blvd. -- Hwy. 224 to I-205	Preliminary engineering, right-of-way acquisition, and construction of intersection and signal improvements	ODOT	1982	$ 850,000
Milwaukie	Purchase of land and contruction of an interim timed-transfer transit station	Tri-Met	1981	$1,050,000
Milwaukie	Preliminary engineering for a permanent transit station	Tri-Met/ Milwaukie	1981	$ 120,000
Oregon City	Purchase of land and construction of a timed-transfer transit station	Tri-Met	1981	$ 465,000
Sellwood Neighborhood	Preliminary engineering and construction of devices to shift through traffic off of neighborhood streets	Portland	1982	$ 405,000
McLoughlin Blvd. -- Hwy. 224 to I-205	Preliminary engineering for transit improvements along McLoughlin Blvd., site the Oregon City park and ride and determine feasibility of using the Portland Traction Company bridge over the Clackamas River for bus use	Tri-Met	1982	$ 120,000
McLoughlin Blvd.	Purchase of 8 articulated buses	Tri-Met	1981	$1,632,000
			TOTAL	$4,622,000

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 16, 1980

File No: 80-15

TO: D. H. MOEHRING
Assistant State Highway Engineer

FROM: R. N. BOTHMAN
Metropolitan Administrator

SUBJECT: Milwaukie-Oregon City
Pacific Highway East
McLoughlin Boulevard
Clackamas County

Attached is a project request to add a TSM project on McLoughlin Boulevard from Milwaukie to Oregon City to the Six Year Program. The request is that the State provide one half the match for FAIX funds approved by the Metropolitan Service District. By the attached resolution dated September 25, 1980. Clackamas County staff has committed to gaining commission support for one half the local match. The cost to the State in State funds would be $75,000.

The project is necessary to correct intersection deficiencies along McLoughlin Boulevard. Nine intersections have been specifically identified. Improvements include turning lanes on McLoughlin and on the cross streets. The project includes a signal interconnect.

The project benefits are 50 percent to the County and 50 percent to the State, therefore the resolution that the State provide 50 percent and the County 50 percent of the match.

Current traffic volumes range from 28,000 to 35,000 per day. By the year 2000, traffic on this section of McLoughlin is projected to increase by 20 percent. This increased traffic will result in increased delays and congestion. The combination of the signal intertie and the intersection improvements will provide for adequate flow of traffic on McLoughlin and access from the cross streets. Benefits also include decreased pollution, increased fuel savings, and less accidents.

I have reviewed the project with Larry Rulien who suggested that we add both the PE and construction to the Six-Year Program; that is, the 50 percent match ($75,000).

Because the project is of a TSM improvement that can be readily accomplished, I request that the project be added to the Six-Year Program in FY 82 with initiation of preliminary engineering in FY 81.

RNB:nyr

cc: H. S. Coulter
L. W. Rulien
E. L. Hardt
bc: D. R. Adams
M. J. Klotz
T. H. Schwab
R. J. Heard

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: 10-13-80

A. IDENTIFICATION:

oposed Section: Milwaukie-Oregon City Region: 1
Highway: Pacific Highway East St. Hwy. No. 1E M.P. 6.30 to M.P. 12.00 Length: 5.7 miles
(Attach Sketch Map)
County(s): Clackamas Proposed 6 YP FY 82
Recommended Construction Date: FY 82 Other
Method of Doing Work: Contract X St. Force

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above – Recommended Financing: Provide local state match for FAIX funds allocated by the Metropolitan Service District September 25, 1980

FAI ☐ . FAP ☐ . FAS ☐ . ST. CONST. ☐ . OTHER ☒ FAIX (I-505 Transfer)

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year 1979)		Proj. Traffic (Year 2000)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	4-5	Variable					30,800	D	36,000	D-E
Proposed Facility:										

D. DEFINE THE PROBLEM:

Traffic congestion on McLoughlin Boulevard during peak traffic periods and side street access to McLoughlin Boulevard throughout daytime period.

E. PROPOSED SOLUTION:

Interconnect traffic signals to improve traffic flow and improve nine intersections by providing turning lanes on both McLoughlin Boulevard and on cross streets.

F. REASON FOR REQUEST AT THIS TIME:

This project is necessary to relieve the current and projected traffic congestion during peak traffic hours. Take advantage of available FAIX funds committed to this project.

G. COST ESTIMATE

$ 510,000
Roadway Work
R/W (Approx: No. of Parcels ___, Acres ___, Any Reloc. ___).
Structures
420,000
Other (Define) Signal Intertie
70,000
Preliminary Engineering (By Whom) State
TOTAL $ 1,000,000 *

This request is to provide 50 percent of the state match or 7½ percent. ($75,000)

H. REQUESTED BY: ___ Region Engineer or Section Head

Remarks & Action Taken:

Approval/Disapproval ___ State Highway Engineer Date

Approval/Disapproval ___ Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ___

MC LOUGHLIN BLVD. REPORT

Meeting Set to Discuss McLoughlin Improvements

On Tuesday, December 9, the Department of Transportation will hold a meeting to hear your comments, questions, and concerns regarding preliminary design plans to improve McLoughlin Boulevard. This public meeting will begin at 7 p.m. at Westmoreland's Union Manor.

There are decisions and choices to be made on the future of McLoughlin Boulevard. This meeting is a time for you to respond to the ideas proposed for this transportation project. How you will travel to work, shop, and to your home, in the future is directly affected by what is selected now for McLoughlin.

We encourage you to attend this important meeting. Join with transportation and local government representatives to plan the future of transportation in your community.

Project Objectives Identified and Funds Committed

Built in the 1930's, McLoughlin Boulevard was the first four-lane highway in Oregon. It was referred to as the "Super Highway".

In 1980, McLoughlin remains a major highway to the south of Portland. Those four lanes now carry more than 66,000 vehicles each day with severe congestion, traffic delays, and too many accidents. The congestion on McLoughlin has forced many motorists to seek alternative routes on neighborhood streets never meant to carry large volumes of traffic.

An in-depth study of the current and future transportation problems on McLoughlin Boulevard has been completed. This study was done, cooperatively, by the Metropolitan Service District (Metro), the Oregon Department of Transportation (ODOT), Tri-Met, Multnomah County, Clackamas County, and Milwaukie, Gladstone, and Oregon City.

The transportation study identified the following project objectives:

- — reduce the rush hour traffic congestion on McLoughlin.
- — direct through traffic out of residential neighborhoods.
- — increase transit ridership and carpooling
- — preserve the trees.

Over $20 million from the withdrawal of the Mt. Hood Freeway project is available for improvements to McLoughlin Boulevard.

McLoughlin Public Meeting

Tuesday, December 9, 1980

7 p.m.

Westmoreland's Union Manor
(multi-purpose room)

6404 S.E. 23rd Avenue

Sponsored by the Oregon Department of Transportation

For further information, call 238-8226

PROJECT SCHEDULE

December 9, 1980 — Public Meeting
Fall 1981 — Public Hearing
Fall 1984 — Begin Construction
Fall 1986 — Completion

MCLOUGHLIN BLVD. REPORT

Published by Oregon Department of Transportation
December 1980

Editor: Vickie Rocker

Project Coordinator:
Stephen D. Crouch
238-8460

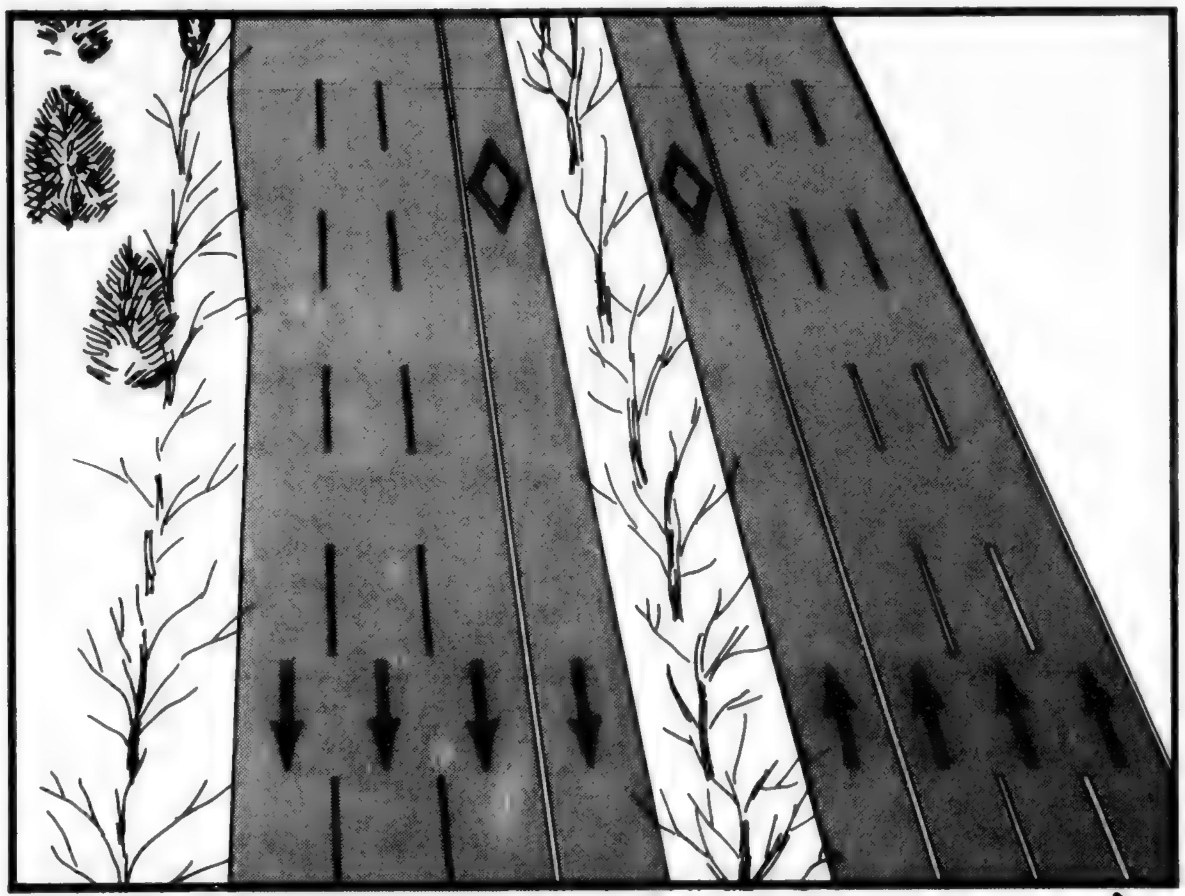
Searching for the Right Solution

The Department of Transportation engineers, in cooperation with Tri-Met and the City of Portland, are working on a number of design ideas based on the project goals and objectives.

The drawing illustrates a basic concept of adding additional traffic lanes while preserving the existing trees.

- Diamond lanes, designated for carpool use are being considered along with additional mixed-traffic lanes.
- Bus stations and transfer facilities in the median or adjacent to the curb lane are alternatives under consideration.
- Intersection improvements and street closures to reduce congestion and decrease traffic through neighborhoods are possible options.

Although light rail transit is not being considered for the immediate future, it is a possible long-range solution to the problem.



Department of Transportation
METROPOLITAN BRANCH
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PORTLAND, OREGON 97213

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9-218

5

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 16, 1980

File No: 80-15

RECEIVED
STATE HWY ENG'
OCT 17 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. H. MOEHRING
Assistant State Highway Engineer

FROM: R. N. BOTHMAN
Metropolitan Administrator

Robert Bothman

SUBJECT: Milwaukie-Oregon City
Pacific Highway East
McLoughlin Boulevard
Clackamas County

Attached is a project request to add a TSM project on McLoughlin Boulevard from Milwaukie to Oregon City to the Six Year Program. The request is that the State provide one half the match for FAIX funds approved by the Metropolitan Service District. By the attached resolution dated September 25, 1980. Clackamas County staff has committed to gaining commission support for one half the local match. The cost to the State in State funds would be $75,000.

The project is necessary to correct intersection deficiencies along McLoughlin Boulevard. Nine intersections have been specifically identified. Improvements include turning lanes on McLoughlin and on the cross streets. The project includes a signal interconnect.

The project benefits are 50 percent to the County and 50 percent to the State, therefore the resolution that the State provide 50 percent and the County 50 percent of the match.

Current traffic volumes range from 28,000 to 35,000 per day. By the year 2000, traffic on this section of McLoughlin is projected to increase by 20 percent. This increased traffic will result in increased delays and congestion. The combination of the signal intertie and the intersection improvements will provide for adequate flow of traffic on McLoughlin and access from the cross streets. Benefits also include decreased pollution, increased fuel savings, and less accidents.

I have reviewed the project with Larry Rulien who suggested that we add both the PE and construction to the Six-Year Program; that is, the 50 percent match ($75,000).

Because the project is of a TSM improvement that can be readily accomplished, I request that the project be added to the Six-Year Program in FY 82 with initiation of preliminary engineering in FY 81.

RNB:nyr

cc: H. S. Coulter
L. W. Rulien
E. L. Hardt

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION:

Date: 10-13-80

Proposed Section: Milwaukie-Oregon City
Region: 1
Highway: Pacific Highway East St. Hwy. No. 1E M.P. 6.30 to M.P. 12.00 Length: 5.7 miles
County(s): Clackamas (Attach Sketch Map)
Recommended Construction Date: FY 82 Proposed 6 YP FY 82
Method of Doing Work: Contract X St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above – Recommended Financing: Provide local state match for FAIX funds allocated by the Metropolitan Service District September 25, 1980

FAI ☐ . FAP ☐ . FAS ☐ . ST. CONST. ☐ . OTHER ☒ FAIX (I-505 Transfer)

C. ROADWAY & TRAFFIC

		Width			Structures		Extg. Traffic (Year 1979)		Proj. Traffic (Year 2000)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	4-5	Variable					30,800	D	-	
Proposed Facility:							-		36,000	D-E

D. DEFINE THE PROBLEM:

Traffic congestion on McLoughlin Boulevard during peak traffic periods and side street access to McLoughlin Boulevard throughout daytime period.

E. PROPOSED SOLUTION:

Interconnect traffic signals to improve traffic flow and improve nine intersections by providing turning lanes on both McLoughlin Boulevard and on cross streets.

F. REASON FOR REQUEST AT THIS TIME:

This project is necessary to relieve the current and projected traffic congestion during peak traffic hours. Take advantage of available FAIX funds committed to this project.

G. COST ESTIMATE

Roadway Work	$ 510,000
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	
Structures	
Other (Define) Signal Intertie	420,000
Preliminary Engineering (By Whom) State	70,000
TOTAL	$ 1,000,000 *

This request is to provide 50 percent of the state match or 7½ percent. ($75,000)

H. REQUESTED BY: Carroll Bateman
Region Engineer or Section Head

Approval/Disapproval ____ State Highway Engineer Date

Approval/Disapproval ____ Asst. Director for Operations Date

Remarks & Action Taken:

Oregon Transportation Commission

Approval Date ____

BEFORE THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING)
FEDERAL FUNDS FOR PROJECTS)
INVOLVED IN THE MCLOUGHLIN BLVD.)
CORRIDOR IMROVEMENT STRATEGY)

RESOLUTION NO. 80-185

Introduced by the Joint
Policy Advisory Committee
on Transportation

WHEREAS, The Metro Council, through Resolution No. 79-65 adopted the McLoughlin Blvd. Corridor Improvement Strategy; and

WHEREAS, The strategy was established to provide policy guidance for establishing corridor funding priorities; and

WHEREAS, The Metro Transportation Improvement Program (TIP) includes $4,751,413 (as of March 30, 1980) in the McLoughlin Blvd. Reserve to implement the proposed strategy; and

WHEREAS, Resolution No. 80-184 reallocated an additional $1,632,000 of Interstate Transfer funds to the McLoughlin Blvd. Reserve, increasing the Reserve to $6,383,413; and

WHEREAS, The Metro TIP includes a separate $6,165,781 (as of March 30, 1980) in the Southern Corridor-Related Reserve to implement improvements related to the Corridor Strategy; and

WHEREAS, The Southern Corridor Working Group, composed of representatives for Tri-Met, the Oregon Department of Transportation (ODOT) and affected local jurisdictions, has recommended a proposed funding allocation; and

WHEREAS, Sponsors for the projects to be funded by the allocation of McLoughlin Blvd. Reserve have been identified and requests have been made for federal funding; now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes from the McLoughlin Blvd. Reserve funding for the projects shown on Attachment "A."

2. That the Metro Council reserve funding for future allocation at the conclusion of preliminary engineering to the projects shown on Attachment "B."

3. That the Metro Council will consider allocation of some of the funds included in the Southern Corridor-Related Reserve if they are needed to support the projects included in the McLoughlin Blvd. Transit Improvement Reserve in the event insufficient funds are available.

4. That Tri-Met should pursue loan funds from the Urban Mass Transportation Administration to purchase the Portland Traction Company Right-Of-Way before requesting authorization of Interstate Transfer funds for that purpose.

5. Clackamas County should pursue private funding and/or right-of-way acquisition for portions of transit improvements proposed along McLoughlin Blvd. before funds are requested to be authorized for that purpose.

6. That the TIP and Annual Element be amended accordingly.

7. That the Metro Council finds the project in accordance with the region's continuing cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District this 25th day of September, 1980.

Marge Kafoury
Presiding Officer

AC:bk
62B/33

ATTACHMENT "A" -- Funding Authorizations

LOCATION	PROPOSED IMPROVEMENT	SPONSOR	FISCAL YEAR	FEDERAL FUNDING ALLOCATION
McLoughlin Blvd. -- Hwy. 224 to I-205	Preliminary engineering, right-of-way acquisition, and construction of intersection and signal improvements	ODOT	1982	$ 850,000
Milwaukie	Purchase of land and construction of an interim timed-transfer transit station	Tri-Met	1981	$1,050,000
Milwaukie	Preliminary engineering for a permanent transit station	Tri-Met/ Milwaukie	1981	$ 120,000
Oregon City	Purchase of land and construction of a timed-transfer transit station	Tri-Met	1981	$ 465,000
Sellwood Neighborhood	Preliminary engineering and construction of devices to shift through traffic off of neighborhood streets	Portland	1982	$ 405,000
McLoughlin Blvd. -- Hwy. 224 to I-205	Preliminary engineering for transit improvements along McLoughlin Blvd., site the Oregon City park and ride and determine feasibility of using the Portland Traction Company bridge over the Clackamas River for bus use	Tri-Met	1982	$ 120,000
McLoughlin Blvd.	Purchase of 8 articulated buses	Tri-Met	1981	$1,632,000
			TOTAL	$4,622,000

ATTACHMENT "B" -- Funding Reserves

	LOCATION	PROPOSED IMPROVEMENT	SPONSOR	FEDERAL FUNDING ALLOCATION
1.	Permanent Milwaukie Transit Station Reserve - Milwaukie	Construction of a permanent transit station and a pedestrian crossing over the McLoughlin Blvd. These improvements would be made in conjunction with locally funded parking and commercial shopping space.	Milwaukie/ Tri-Met	$ 665,000
2.	McLoughlin Transit Improvement Reserve - McLoughlin Blvd. -- Hwy. 224 to I-205	Transit improvements along McLoughlin Blvd., purchase of the Portland Traction Co. right-of-way, refurbishing of the PTC bridge over the Clackamas River for buses, and bus connections to the Oregon City Park and Ride	Tri-Met	$1,096,413
				$1,761,413

AC:bk
62B/D4

9/[illegible]

September 5, 1980

AGR 4-1

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
Auditor of City of Portland

MISC. CONTRACTS and
AGREEMENTS No. 7331

Gentlemen:

Attached for your files are two fully executed copies of an agreement pertaining to preliminary engineering of the McLoughlin Boulevard Corridor on the Pacific Highway East.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachments

bc: Don Harwell (agreement attached)

9751

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 25, 1980

File R

File No: 26-1926

RECEIVED
STATE HWY ENGR
AUG 26 '80
REFER TO
Culver
FOR
Info Inves R/D D/R Sign Act File

TO: H. S. COULTER
State Highway Engineer

FROM: R. N. BOTHMAN
Administrator
Robert A Bothman

SUBJECT: Milwaukie-Oregon City Section
McLoughlin Boulevard

Put Hoy, then package for Oct. Comm. meeting
HSC

Approved in the current Division's Six-Year program is a preliminary engineering project on McLoughlin Boulevard. This project extends from Ross Island Bridge to Milwaukie and essentially involves widening the existing four lane section to six lanes,plus some type of preferential bus treatment.

Eighteen months ago when a McLouglin Corridor fund was established from I-505 withdrawal, monies were set aside for the Ross Island Bridge-Milwaukie section and the Milwaukie-Oregon City section.

A division of the $4.75 million for the McLoughlin-Oregon City section has tentatively been reached by the participating jurisdictions. We have worked to establish funding for a signal intertie as well as intersection improvements on the Milwaukie-Oregon City section. The reconnaissance estimates for the signal intertie is $450,000. The estimate for roadway improvements involving turning lanes on the cross streets at S.E. Jackson Street, S. E. Courtney, S.E. Oak Grove, S.E. Concord, S.E. Naef, S.E. Rothe, S.E. Jennings, Glen Echo and Gloucester is $550,000.

One million dollars will be made available for the above-named improvements, with the remainder of the funds being set aside for the Milwaukie Transit Station, the Oregon City Transit Station, a reserve fund for acquisition of the Portland Traction Company right-of-way and Gladstone Bridge for future transit use, and a project to install neighborhood traffic diverters in Sellwood. The money is divided to provide improvements for the state facility, to the benefit of Clackamas County, improvements for the transit district, and improvements for the city of Portland.

Ed Hardt has requested we pursue the signal intertie. We attempted to prioritize this project during the last Six-Year Program but it did not receive sufficient priority to fund with state funds. Also, we were aware of the possibility of capturing the transfer funds for the project.

I propose that the state participate in 50 percent of the match for the preliminary engineering on the McLoughlin project. The remaining 50 percent would be provided by Clackamas County (they agree). In reviewing the improvements, it appears that the signal intertie is basically to the benefit of the state highway with the intersection improvement benefiting both McLoughlin and the side streets. A 50-50 split of the match with Clackamas County is reasonable.

Preliminary engineering is estimated at $70,000 with a match of $10,500. The state share would be $5,250. I request your approval to authorize the $5,250 in match for this project to be initiated in FY 1981. With your approval I would initiate a project request and initiate preliminary engineering after the first of the year. ✓

nyr

~~Scott~~

He is asking to add a PE (e)(4) project to program

Milwaukie – Oregon City

w/ County & us splitting the match

In view of the relatively short time to complete PE I suggest we need to add the project to 6 yr program on presumption that we will do it if county will share match

$1,000,000 project

$\frac{150,000}{2} = \$75,000$ each

good deal & good job

Discussed with Bothman

R

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9708

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-17-8

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. X-26(20)
	ITEM NO. 00092	STATE PROJECT NO. See below
		COUNTY NAME Clackamas & Multnomah
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 24 '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	G.R.	S/F	Act	File

7-24
Joni

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-17-80	FEDERAL ROUTE NUMBER Primary 26
		STATE ROUTE NUMBER Primary 1E

GENERAL LOCATION:

Ross Island Bridge - Clackamas Highway

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-13-80 I approve the revised Preliminary Engineering costs to a TEC of $458,318 - Federal Funds $389,570.

(Decrease TEC $533,782 - Federal Funds $453,715)(Advice dated 7-16-80)

Increases in the amount authorized hereon are subject to the availability of funds as determined by obligation ceilings, appropriations, and Urban Mass Transportation Administration releases.

DATE 7-17-80	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 6-78) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-656

9707

CCN [illegible]

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 10, 1980

File No: 26-1926 (100)

TO: ED HARDT
Region Engineer

FROM: ROBERT N. BOTHMAN R.B.
Administrator

SUBJECT: Traffic Signal Interconnect McLoughlin

I support your thoughts relative to utilizing E4 funds for a signal interconnect on McLoughlin Boulevard between Milwaukie and Oregon City.

The problem is that we have a large task force and study effort underway at MSD, which is attempting to establish the projects to utilize the $12 million available in the southern corridor. The $12 million consists of $5 million, specifically reserved for McLoughlin; plus $17 million reserved from the $20 million MSD 505 funds for the southern corridor. Collectively, then, we have $12 million available in this other corridor. ? arithmetic?

This week I reviewed the draft findings from that report, which includes an interconnect project. The next step will be for the study report to be finalized at MSD. Then, the systems work will identify the project and assign it to ODOT.

You might be interested in knowing that Ron Linton indicated in his June report, that Portland's request for a signal timing project is under consideration. FHWA expects to announce their grant awards sometime early in mid-July. This reflects an earlier request, which is still pending with FHWA.

The conclusion is that we should be initiating a project for an intertie before the end of this year.

nyr

cc: H. S. Coulter
L. E. George

RECEIVED
STATE HWY ENGR
JUL 14 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9708

5

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 24, 1980

File No: 26-1926 (100)

TO: DONALD R. ADAMS
Project Development Manager

FROM: ROBERT N. BOTHMAN
Administrator

NOTED
E. S. HUNTER

SUBJECT: Ross Island Bridge-Clackamas Highway
Section McLoughlin Boulevard

We have received the authority for survey for the subject project.

You should determine the eligibility date for charging to this prefix and transfer charges from our region survey prefix from that date forward.

Please take the necessary steps to manage this P.E. effort to fit the $400,000 survey authority. That means that checkpoints and some system should be established in order that the budget is maintained. Control should be established on each of the functions. You should see that we complete the project through the final environmental statement, and therefore design approval, within the $400,000 budget. This is a difficult project. The budget is high.

I'm quite aware a larger fund has been authorized, however, the Six-Year Program carries the $400,000 figure and the intent is to complete the effort through the Final Environmental Impact Statement to design approval for $400,000. I fully intend to transfer the remaining funds from the federal authorization to other projects to cover shortfalls. In regard to shortfalls, I don't mean to increase authorizations on other projects, but to obtain the necessary money within the current authorizations to keep projects moving.

Please set up the necessary mechanisms to manage this project within the authorized budget.

nr

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
JUN 25 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9708

S

STATE OF OREGON

INTEROFFICE MEMO

TO: R. N. BOTHMAN
Metro Administrator

DATE June 20, 1980

FROM: EDWARD L. HARDT ORIGINAL SIGNED BY EDWARD L. HARDT
Region Engineer

SUBJECT: TRAFFIC SIGNAL INTERCONNECT
McLoughlin Blvd.
Milwaukie to Oregon City

For some tine now, Bud George and I have been trying to find a way to get a signal intertie system installed for the section of McLoughlin Blvd. between Milwaukie and Oregon City. In 1978 we got as far as getting the project included in the green portion of the approved Six Year Highway Program, but of course that section was not funded because of the defeat of the gas tax that year.

I've attached a copy of a FHWA memo giving information on a relatively new method of interconnecting isolated traffic signals using an extremely accurate time clock instead of the conventional hard-wire interconnect. This reduces the cost considerably--to approximately $15,000 per intersection according to this information. This would allow the installation of the intertie on the section between Milwaukie and Oregon City for somewhere in the $200,000 to $300,000 range, which is about one third of the figure that we have been using.

It is my understanding, that there may be E-4 dollars reserved for a TSM improvement in this section. If that is so, I'm suggesting that some of those funds be programmed and immediately put to work by purchasing this new system, which is called "The Traffic Controller Synchronizer System." In the event that the controllers for these intersections are replaced sometime in the future, this system would still be compatible with newer controllers, or if a different intertie was put in place some day, these could be salvaged and reused at other locations. I think this would be the most cost effective type of TSM that we could put into this corridor and it could be done relatively quickly.

I would appreciate your review and consideration of this idea.

ELH/gw
Attachment
cc: H. S. Coulter
L. E. George

6/24 cy

Making Info

RECEIVED
STATE HWY ENGR
JUN 23 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials
... 125-1387

SP*75803-125

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7708 6-4-8

FEDERAL AID PROJECT NO.
IX-26(20)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
00092

COUNTY NAME
Clackamas & Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6/11
0119

RECEIVED
STATE HWY ENGR
JUN 1 1 '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
6-4-80

FEDERAL ROUTE NUMBER
Primary 26

STATE ROUTE NUMBER
Primary 1E

GENERAL LOCATION:
Ross Island Bridge - Clackamas Highway

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's PEA, you are now authorized to proceed with all phases of Preliminary Engineering, including archeological salvage necessary to obtain an adopted Final EIS at a TEC of $992,100; Federal Funds $843,285.

DATE
6-4-80

SIGNATURE OF APPROVING OFFICIAL
G. K. Hosmer

TITLE
for the Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-018

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 15, 1980

In Reply Refer to
File No.

GLEN L. GREEN
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

Copy
Con 217 Sunset
Con 217 [illegible]

Subject: Follow-Up on May 9, 1980 Meeting

Our brain-storming meeting with Ted was productive. As follow-up, I would like to reiterate my conclusions from the meeting.

I believe it would be a very positive step to make examples of the 190th and Powell, 217/Sunset Interchange, and McLoughlin PE projects with the objective of minimizing preliminary engineering costs in the development of a major project. Additionally, we could use these three projects to address the citizen involvement issues and the minimization of alternatives problem that you have questioned.

Very frankly, we need your help in solving these issues in a positive manner. Obviously, the issues are all interrelated. A good example is the determination by your staff that additional alternatives are required on the 217 interchange project. As is pointed out in Don Adams' memo attached, this will increase the preliminary engineering costs at least $50,000 to $100,000. The citizen involvement program is even more complex in terms of being responsive to the citizens in the neighborhood of a project. I believe that these three projects could make a very good test for an evaluation of the citizen involvement program.

Your offer to assist us in the area of interstate transfer funds is appreciated and needed. The basic issues include the lack of information for both the state and local jurisdictions to systematically maintain a program for implementing the various stages of the projects. This creates innumerable adjustments in project schedules. The local jurisdictions are finding themselves with a very complex and difficult issue in terms of budgeting for match on projects that may or may not go. This is causing confusion with the elected officials. While we recognize the difficulty, it would be helpful if we could continually have information relating to interstate transfer programs from Washington D.C. Specifically, we need updates on the dollar amounts available and a better understanding of the demands being placed upon the interstate transfer program. Also, it would be helpful to know exactly what flexibility there is in shifting monies between the transit and highway portions of the interstate transfer funds appropriated by congress.

This information can be utilized by the region in getting a better understanding of the interstate transfer program and how it best might develop project schedules related to funding availability (federal and local) as well as other requirements.

I hope the session was as productive and positive for you as it was for Ted and me. I also hope we can establish a communication link with you.

ROBERT N. BOTHMAN
Administrator

RNB/TAS/po

cc: Fred Klaboe
H.S. Coulter

Attachment

RECEIVED
DOT DIRECTOR
MAY 30 '80
REFER TO
FOR
Info Invest R/D D/R Sign Act File

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: April 28, 1980

TO: The File

File No: 34-1917

FROM: D. R. Adams DR Adams
Project Development Manager

SUBJECT: Sunset Highway @ Beaverton-Tigard Interchange (217 Interchange)
Washington County
FHWA/ODOT Meeting

A meeting was held on April 17, 1980 in Salem with representatives of the Federal Highway Administration to discuss the subject project. Attending the meeting for FHWA were: Ernie Valach, Paul Riedl and Wally Bryant; for ODOT were: Adrian Olson, John Hanks, Craig Markham, Hal Versteeg, Gary Potter, Don Adams, Jim McClure and Bob Heard.

The question was the number of alternatives that need to be studied for documentation purposes in the environmental document on this project. There was considerable discussion as to whether the Barnes Road Extension is really a "given" or "not". Ernie Valach pointed out that since Barnes Road itself is a federal aid road, in order to connect the Barnes Road Extension to it, it is possible that the mere act of making a connection could require a full EIS. Therefore, the Barnes Road Extension should not be listed as a given.

After considerable discussion, trying to rationalize what the feasible alternatives might be, the FHWA representatives agreed to five alternatives, two No-Build and three Build. It is FHWA's interpretation of federal guidelines that, in order for the environmental document to be legally sufficient, we should study the following five alternatives:

1a: No-Build, without Barnes Road Extension.
1b: No-Build, with Barnes Road Extension, tying into Barnes Road east of the interchange.
2a: Build, without Barnes Road Extension.
2b: Build, with Barnes Road Extension, east of the interchange.
3: Build, with Barnes Road Extension tying into the interchange with two optional designs for the interchange itself.

It was further suggested by FHWA representatives that each alternative not be studied in full detail, but enough to be well documented and dropped if non-feasible.

Don Adams pointed out to FHWA that if we are required to study all of these alternatives, it will surely increase our preliminary engineering cost by at least $50,000 to $100,000.

ODOT's traffic analysis section will take a look at these five scenarios, from a traffic standpoint, to determine if they all qualify as feasible alternatives. Those that do not qualify will not be studied further. For all that qualify as feasible alternatives, a complete air, noise and traffic analysis will have to be performed. The four scenarios, 1a through 2b will have impacts on the Cedar Hills Boulevard interchange which will need to be analyzed.

The FHWA determined that we must list any impacts that are caused by the construction of the interchange in the Draft Environmental Impact Statement. ODOT staff pointed out that the Peterkort Corporation currently has five or six direct accesses, either onto the westbound on-ramp to the Sunset Highway, or to the Sunset Highway itself. These accesses could be developed in the event that the Barnes Road Extension is not allowed to connect to Barnes Road. This would, in effect, still allow the Peterkort's to develop their property to some extent.

DRA:BH:PE

cc: Attendees
R. N. Bothman

77.0

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OR ON DEPARTMENT OF TRANSPOR TION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Ross Island Bridge - Clackamas Highway

HIGHWAY NAME: Pacific Highway East (McLoughlin Blvd)

HIGHWAY NUMBER: 1E

REGION: 1

ADMINISTRATIVE DISTRICT: 2-B

COUNTY: Multnomah and Clackamas

CITY: Portland

LENGTH: 4.09 mi

MILEPOST NUMBER: 1.37 TO 5.46

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Interstate Transfer (Mt. Hood Fwy)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☒ SIGN ☒ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Nine alternatives have been studied. The preferred alternative involves the addition of two lanes (one each direction) of mixed traffic between the Clackamas Expressway and Reedway. Also, the preferred alternative would include a reversible lane for high occupancy vehicles (HOV) and buses between the Clackamas Expressway and the Union/Grand couplet.

The project will include enough right-of-way for future development of a transit network.

This project will be developed through the environmental impact statement. A determination will be made concerning construction funding after conclusion of the developmental work.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 42,700 (o.1 mi. N of Tacoma

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 53,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☒	☐
PROPOSED	☐	☐	☐	☒	☐	☐

DESIGN SPEED (MPH): 45

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

1 Versteeg ✓
Anderson
2 Christensen Doc
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
APR 22 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

REFERRED TO
Beard
Cole
Erikson
Hagar
Stoudenmeier
Mann
Watson
Lou
Dorn
Return Discuss Do File Copy Due

REGIONAL DESIGN ENGINEER

APPROVED
Frank E. Terpin
Location Engineer
Date 4-16-80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTIN UMBER AND WIDTH		P OSED NUMBER AND WIDTH	
TRAVEL LANES	six - 12' lanes	four - 11' lanes	six - 11' lanes	six - 11' lanes
SHOULDERS	two - shoulders	two - 7' shoulders	two - 8' shoulders	four - 3' shldrs
MEDIANS	one - 2' median		one - 14' HOV reversible	one-23'HOV re.
PARKING LANES	none	none	none	none
SIDEWALKS	Yes	some on S. end	Yes	Yes
BIKEWAYS	none		to be determined	
INTERCHANGES	Ross Isl. Br., Clackamas Hwy.		Improvement of existing intchs.	
OTHER:			Note: The project has other typical sections	

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☒	☐	☐
Frontage Roads	☒	☐	☐	Access Control	☒	☐	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☒	☐	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☒	☐	☐	Separated	☒	☐	☐
Structures	☒	☐	☐	Railroad Encroachment	☒	☐	☐
Stage Construction	☒	☐	☐	Permits	☒	☐	☐
Pedestrian Crossing	☒	☐	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☒	☐	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☐	☒
River ____	☐	☒	☐	Div. of State Lands	☒	☐	☐
Stream Johnson Creek	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☒	☐	☐
Sanitary Sewer	☒	☐	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☒	☐	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☒	☐	☐
Complex Acquisition	☒	☐	☐	Building	☐	☒	☐
Relocations	☒	☐	☐	Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☒	☐	☐	Requires Field Survey	☒	☐	☐
4-F Statement (corner of golf course)	☐	☐	☒	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☒	☐	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing	☒	☐	☐	Requires Photogrammetry	☒	☐	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☒	☐	☐
Utilities	☒	☐	☐	Design Review	☐	☐	☒

Type All (Elec., water, sewer and gas)

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	9
PRELIMINARY DESIGN	( )	9
DESIGN APPROVAL/FINAL EIS	( )	9
RIGHT-OF-WAY DESCRIPTIONS	( )	3
RIGHT-OF-WAY ACQUISITION	( )	18
P.S. & E. DOCUMENTS	( )	18

RECOMMENDED CONSTRUCTION DATE	1985 (Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

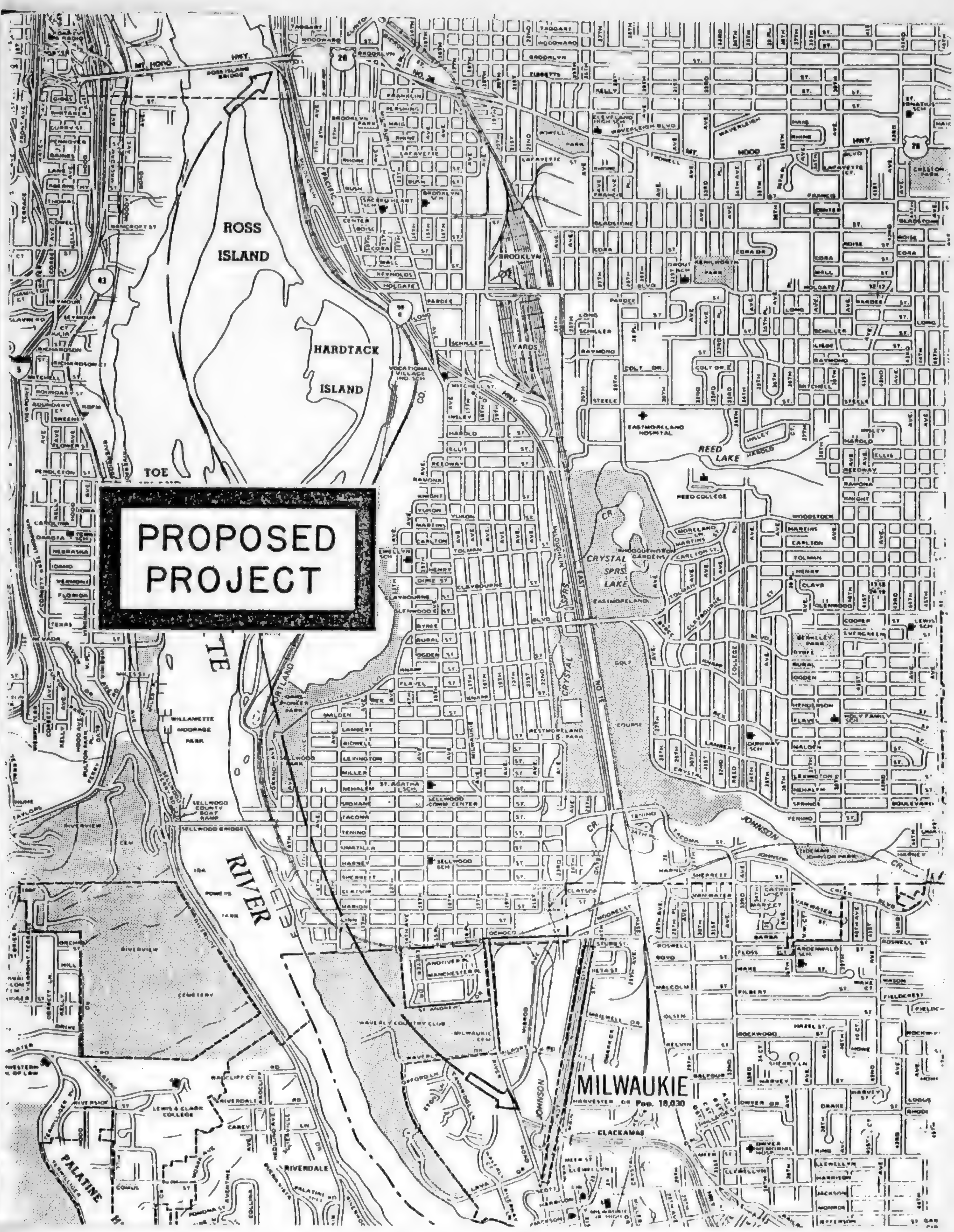
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 992,100	
RIGHT OF WAY	3,800,000	
TRAFFIC CONTROL	700,000	
ILLUMINATION		
STRUCTURES	3,320,000	
RAILROAD		
ROADWAY	6,144,000	
OTHER ________		
ENGINEERING & CONTINGENCIES	6,136,000	
PROJECT TOTAL	$21,092,100	

SUBMITTED BY ________________________________


PROPOSED PROJECT
ROSS ISLAND
HARDTACK ISLAND
TOE
RIVER
MILWAUKIE
Pop. 18,030
ROSS ISLAND BRIDGE
MT. HOOD HWY.
BROOKLYN
YARDS
VOCATIONAL VILLAGE IND. SCH
EASTMORELAND HOSPITAL
REED LAKE
REED COLLEGE
CRYSTAL SPRS. LAKE
RHODODENDRON GARDENS
GOLF COURSE
WESTMORELAND PARK
SELLWOOD PARK
OAKS PIONEER PARK
WILLAMETTE MOORAGE PARK
SELLWOOD COUNTY BOAT RAMP
SELLWOOD BRIDGE
SELLWOOD COMM. CENTER
RIVERVIEW CEMETERY
WAVERLY COUNTRY CLUB
MILWAUKIE CEM
LEWIS & CLARK COLLEGE
WESTERN SCH. OF LAW
PALATINE
JOHNSON CR.
CRYSTAL SPRS. CR.
KENILWORTH PARK
CRESTON PARK
BERKELEY PARK
JOHNSON PARK
DUNIWAY SCH
ARDENWALD SCH.
DWYER MEMORIAL HOSP.
CLACKAMAS
HARVESTER DR
ST. AGATHA SCH.
SELLWOOD SCH
LLEWELLYN SCH
SACRED HEART SCH
BROOKLYN SCH
CLEVELAND HIGH SCH
POWERS PARK

9708

April 18, 19[illegible]

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

[illegible]

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed quarterly as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the months of December 1979 through March 1980 are the following:

A. Portland

1) Arterial Street Light Conversion Program (Portland)
2) Greeley Ave./I-5 Interchange Sec.
3) SW Kittridge St.-Stadium Freeway Sec.
4) Westside Corridor Project ("Interim" Work Program)
5) Portland Traffic Signals @ 5 Locations
6) SE 182nd Ave.-Birdsdale Ave. (Gresham) Sec.
7) Ross Island Br.-Clackamas Hwy. Sec.
8) Powell Butte/Mt. Scott Study Area (Portland) Sec.
9) N. Columbia Blvd. @ N. Portland Rd. Ramp (Portland) Sec.
10) W. Burnside St. @ SW Tichner St. (Portland) Sec.
11) SE Portland Signal Modifications @ 10 Locations
12) NE Sandy Blvd. @ 50th Ave. & 70th Ave. (Portland) Sec.
13) Arterial St. (Portland) Overlay Program

B. Salem

1) Pine St.-Division St. (Salem) Sec.

NOTE: There were no projects submitted for the Portland or Salem urbanized areas for the month of December 1979.

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

[illegible]
Director

JLG: jv
bc: H.S. Coulter
L.W. Rulien
D.H. Moehring E.S. Hunter
R.N. Bothman C.O. Fredrickson

9708

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: March 28, 1980

File No: PLA 6-3

RECEIVED
STATE HWY ENGR
MAR 31 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: The File

FROM: D. R. Adams
Project Development Manager

SUBJECT: Interdisciplinary Team 1 Meeting
March 26, 1980

Ted Spence initiated discussion concerning the programming obligation of e(4) funds in light of the obvious shortfall of funds available to the State of Oregon, to cover the estimated cost of the projects to be funded in the next two quarters.

It was agreed that we should try to go ahead and program the funds that we require for the projects, but only obligate the amount required to cover the work to be done in the last two quarters of this federal fiscal year and the first quarter of the following fiscal year. This method of programming can be done under PE and it is uncertain whether it can be applied to right-of-way funds under construction. There was some disagreement on whether the project funds could be obligated in amounts less than the total amount of the project contract.

Curt Duval went through a brief description of the Westside Transitway in the Sunset corridor. From the Vista Tunnels the transitway will go up the hill on the south side of the Sunset, past the zoo, crossing over to the north side of the Sunset, passing under Sylvan interchange and on out to the 217 interchange, swinging north of the interchange and then south across the Sunset and down 217 toward Beaverton. There were several ideas kicked around with no firm direction except to caution on the design of the transitway and the slide area in the canyon; and to firmly state that a park-and-ride facility within any of the interchange quadrants was not acceptable. A climbing lane westbound from the tunnels to Sylvan interchange will be included under all alternative corridors.

Jim McClure then introduced the McLoughlin corridor to the team. In walking through the traffic numbers available, it is obvious there is some confusion, especially as it relates to the occupancy rate on McLoughlin. This needs to be cleared up. I'd like to see a brief single-sheet summary laying out the expected traffic volumes on the parallel streets on McLoughlin including traffic volumes for the city streets, highway lanes, HOV lanes, overall occupancy rate, peak hour traffic, levels of service, cross-traffic on the key intersection, etc.

Jim McClure covered the list of objectives that were included in the MSD report; these objectives are attached.

It was suggested that the connection from northbound Clackamas ramp, over to the HOV lane for northbound traffic in the vicinity of Milport, should be dropped. It was considered unnecessary since there would be an open section north of Ochoco where Clackamas Highway HOV traffic could slip into the HOV lane. This should be studied before it's dropped; I think it has some value.

We discussed the Milport closure, it was agreed that we should try to close it, consistent with our efforts to maximize the through-put in the area. There will be some difficulty in selling this to the industrial area becuase of the circuitous routing of Main Street, etc. Perhaps that routing could be reviewed for some other solution.

We talked about the operating time for the HOV, and agreed that it probably should be the same as the other HOV lanes in the city and even similar to the ramp metering. It was suggested that buses could operate in the HOV all day with the HOV open to carpools during the peak hour. Split for a one-way operation for the buses would be on a 12 o'clock to 12 o'clock basis.

Considerable concern was expressed for the safety of the HOV operation between Tacoma and Ochoco and again north of Reedway, where the reversible lane would only be separated by a painted stripe. We talked about the possible closure to left turns in the section between Tacoma and Ochoco by use of traffic barriers, etc. This would solve some of the main safety problems since there are very few left turn requirements north of Reedway. Therefore, the highway operation should work with very limited use of the reversible HOV lane for left turns during the off-peak period.

The effect of the project in removing parking for the Westmoreland Park was discussed trying to develop some way to avoid the impact. It is possible that the reversible HOV now planned for the westside of the treed median could be placed on the eastside of the treed median. This might provide the necessary space for the parking. It was suggested that if this didn't work, that we remove the parking now, and eliminate the impact associated with the project.

It was suggested that we should investigate the need for bikepath requirements along this project. It will have to be coordinated with the city's bikepath plan.

The current proposed cross-section shows a New Jersey type separation for the reversible lane. The need for this separation was challenged; we should take a look at it and see if we really need it. It does use up two feet of space that might be necessary to keep the trees alive south of Ochoco.

Additional Tri-Met and Metro data will be available in about a month to indicate the ridership on the buses, the home-to-work trips, etc. We should seek this data as soon as possible.

The viaduct north of the Ross Island Bridge is to be included in this study. This would probably be a six-lane facility; termination of the HOV lane yet to be worked out. A scheme indicating the linkage to the East Marquam Bridge needs to be developed; also need a scheme for routing of traffic on the city streets if and when the Union-Grand one-way couplet is changed to two-way streets.

The effect of the widening on the trees south of Ochoco was discussed at great length. Current cross-section shows the face of the curb would be four feet from the centerline of the trees. In some cases this is on both sides of the trees. We need to get an opinion as quickly as possible on whether we can move that close to the trees and have the trees survive, and how close we can actually get to the trees if four feet is too close. The possibilities are to change the section and try to narrow it, this has very limited possibilities; or to eliminate the easterly trees from the project. Some trees exist today with very limited clearances, as least on one side of the tree. This might be indicative of the trees' ability to survive in narrow median space, however this needs to be reviewed by a landscaper with expertise to handle that kind of a question.

Hal Versteeg gave a brief status report on the work in the right-of-way description office and Bruce Boyd expressed his concern on the ability to buy right-of-way on the current schedule with the manpower available.

DRA:PE
Attachment

cc: E. L. Hardt
J. B. Boyd
W. J. Hart
J. H. Versteeg
G. A. Potter
L. E. George
F. E. Terpin
J. D. McClure
M. J. Klotz
F. B. Klaboe
H. S. Coulter
E. S. Hunter
L. W. Rulien
R. N. Bothman
K. D. Limbocker
R. A. Sandmann
T. H. Schwab
G. W. Kaiser

IMPROVEMENT OBJECTIVES

Nine basic improvement objectives have been identified for the Southern Corridor. The improvement objectives are as follows:

A. Discourage the use of single occupant automobiles by means of increased transit service and related facility improvements and promotion of ride-sharing alternatives.

B. Improve the ability of McLoughlin Blvd. to serve regional traffic flows.

C. Discourage regional traffic use of parallel neighborhood streets and redistribute existing regional traffic from residential arterials back onto McLoughlin Blvd. and other major arterials, thereby improving the residential environment.

D. Reduce conflicts between through movements and short local access movements.

E. Encourage more efficient land use arrangements and transportation related connections.

F. Reduce transportation related air quality emissions and consumption of energy resources.

G. Reduce accident hazards within the Southern Corridor.

H. Favor the most cost-effective way to solve the identified problem.

I. Preserve the option for light rail within the Southern Corridor.

MSD Systems Planning Report
(No. 61) Dec. 6, 1979

9.708

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Ross Island Bridge Clackamas Hwy

DATE: March 25, 1980

The state has reviewed your project and reached the following conclusions:

RECEIVED STATE HWY ENGR
MAR 26 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as~~ ~~xxxxxxxxxx~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
REG. ENGR.:(M)R.N. Bothman
REG. ENGR.:(1)E.L. Hardt
Dist. Engr.:(2)W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8002 2 870

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

GIFFORD
[illegible]

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovornmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
MAR 3 1980
[illegible] OF STATE LANDS

P N R S STATE REVIEW

Project #: [illegible] 379 Due Date: MAR 21 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ( ) Please coordinate the implementation of the proposal with us.
- (✓) Additional comments for project improvement. (Attach if necessary)

✓ If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
MAR 03 1980

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

MAR 2 1 1980

Project #: 80[illegible] 2 879 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (✓) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency DEQ By Howard W. Harris

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

MAR 17 1980

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8002 2 870 Due Date: MAR 21 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the Ross Island Bridge-Clackamas Highway Project. However, we would appreciate the opportunity to review the detailed site plans for the crossings of Johnson and Crystal Springs Creek.

The review should be coordinated with our district fish biologist, Jay Massey. He can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

Agency Fish & Wildlife By

ENVIRONMENTAL MANAGEMENT SECTION 3/12/80

7728 5

March 25, 1980

Mr. Robert Altman
Multnomah County Courthouse
Room 605
Portland, OR 97204

Dear Mr. Altman:

Today we adopted the Six-Year Highway Improvement Program including the match for the preliminary engineering for the McLoughlin Boulevard project.

Funding to provide the match for right-of-way and construction is currently not identifiable, however, the two-year period required for development of the project, completion of the environmental documents, and decision on the design will allow the Department to reconsider the match for construction at its next Six-Year Highway Improvement Program update without delay of the project.

During the next two-year period I strongly recommend the County consider working with the other local jurisdictions to develop a funding package for the local match on the construction of this large project. It is doubtful that the State will be able to provide the match within the time frame desired for the completion of this needed project. Therefore, the most likely possibility is to develop a joint funding package with the local jurisdictions.

Very truly yours,

Anthony Yturri
Chairman

RNB:ke jh
bc: F. B. Klaboe
R. W. Gormsen
H. S. Coulter
D. H. Moehring
R. N. Bothman
E. L. Hardt

MULTNOMAH COUNTY OREGON
BOARD OF COUNTY COMMISSIONERS

1854

COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3304

DENNIS BUCHANAN · MULTNOMAH COUNTY COMMISSIONER

February 19, 1980

Oregon Transportation Commission
Transportation Building
Salem, OR. 97310

Commissioners:

McLoughlin Boulevard is an important transportation route in the Portland area. This significant north-south route connects the southeast portion of the region with East Portland and Downtown Portland. McLoughlin Boulevard carries about 60,000 vehicle trips per day, about 95,000 person trips per day. It has been designated by the Metropolitan Service District as a regional corridor and as part of the transit corridor system.

Congestion on overcrowded McLoughlin Boulevard has caused automobile traffic to infiltrate residential neighborhoods in Southeast Portland. This contributes to the deterioration of the quality of life in neighborhoods such as Sellwood, Eastmoreland and Westmoreland. Traffic congestion also wastes energy and adds to air pollution. Action is needed to alleviate these conditions.

Multnomah County and other local jurisdictions, working with the Metropolitan Service District, have studied the congestion problems on McLoughlin Boulevard. Several alternative solutions were explored and several public hearings were held. A preferred alternative has been identified: to add two mixed traffic lanes from Reedway to the Clackamas Expressway and to add a reversible lane for buses and carpools between the Ross Island Bridge and the Clackamas Expressway.

The proposed 6-Year Highway Program approves $130,000 to prepare the Environmental Impact Statement. I understand this will be changed to show about $400,000 for preliminary engineering and EIS preparation. However, the proposed 6-Year Program does not commit ODOT to provide the local match to the $25,000,000 of already earmarked federal funds to acquire right-of-way, and to construct the McLoughlin Boulevard improvement.

Read to OTC at 2/19/80
meeting by Bob Altman -

I urge the Oregon Transportation Commission to reconsider this position and commit the addition of $3.6 million to match the federal funds already set aside. Increasing traffic congestion and air pollution in residential neighborhoods make construction of this project in the near future a necessity. Local jurisdictions have reached tentative agreement on a design concept which has been approved by the Metropolitan Service District. Staff from Region I of ODOT are recommending appropriation of the additional funds.

As you are aware, there is a deadline on the use of Freeway Transfer Funds -- 1986. As the document now reads, it would be highly unlikely the project would ever be built using freeway transfer dollars. Therefore, a timely commitment by the Oregon Transportation Commission to add the $3.6 million local match will ensure that the project will receive funding and be built.

Sincerely,

Dennis Buchanan
Commissioner

DB:dme

OREGON TRANSPORTATION COMMISSION

Delegation Dennis Buchanan, Multnomah County Commissioner, re the Six Year Highway Program in relation to McLoughlin Boulevard.

Date February 19, 1980

Time 2:30 p.m.

Name	City or Town	Capacity
Bob Altman	Portland	Assistant to Commissioner Buchanan

OREGON TRANSPORTATION COMMISSION

Delegation Irwin Adams, North Clackamas Chamber of Commerce, Milwaukie, re McLoughlin Boulevard.

Date February 19, 1980

Time 11:30 a.m.

Name	City or Town	Capacity
Irwin Adams	Milwaukie	Executive Vice President North Clackamas Chamber
Kenneth S. Wharton	Milwaukie	City Manager
STEVEN M. HALL	MILWAUKIE	PUBLIC WORKS DIRECTOR
MICHAEL KELLY	MILWAUKIE	UNITED GROCERS INC.
Loyd E. Arnold	Milwaukie	Holman Transfer Co.

March 11, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Areas

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland urbanized area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that the following project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Ross Island Br.-Clackamas Hwy. Section
Pacific Highway East

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

JLG:sr

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

9708

(#2)

CON 21-4
Pac. 6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-5

February 26, 1980

TO Executive Department
Federal Aid Coordination Unit

NOTED
H. S. COULTER

D E Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Ross Island Bridge-Clackamas Highway
Highway: Pacific Hwy. East OR-1E
County: Mult./Clack.

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 27, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. M-1 Engr: R.N. Bothman/E. L. Hardt
Dis. 2 Engr: W.W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
FEB 28 '80
REFER TO

FOR

Info	Inves	R/D	C/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] **APPLICANT** [45 — Department of Transportation | 46] **DIVISION** [79 — Highway

03 12] **APPLICANT ADDRESS** STREET [45 — Transportation Building | 46] CITY [60 — Salem | 76] ZIP [80 — 97310

04 12] **CONTACT PERSON** [45 — D. H. Moehring | 46] AREA CODE [48 — 503 | 49] PHONE [55 — 378 | 56] EXTENSION [59 — 6563

01 12] **PROJECT TITLE** [71 — Ross Island Bridge - Clackamas Highway

11 12] **PROJECT LOCATION—CITY** — Pacific Hwy. East OR-1E | PROJECT LOCATION—COUNTY — Mult./Clack. | PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To expand the capacity of the principal east river, north-south, transportation

06 12] corridor between the Portland core area and the Milwaukie-Gladstone-Oregon City area to the south. Need: There is an increasing amount of unmet demand for the [71

07 12] use of McLoughlin Blvd. during the peak hours, and this overflow traffic uses parallel minor arterials, collector roads, and neighborhood streets, because [71

08 12] McLoughlin is overloaded. [71

09 12] DESCRIPTION OF PROJECT: The project section would be increased by one [71

10 12] (SEE ATTACHMENT) [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60

13 12] **TYPE OF OTHER FEDERAL FUNDS** (See 12B) [45 | 46] **TYPE OF OTHER NON-FEDERAL FUNDS** (See 12E) [79

14 12] **FEDERAL PROGRAM TITLE** [71 — Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45 — U. S. Department of Transportation | 46] **FEDERAL SUB-AGENCY NAME** [79 — FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 March | 43] DAY [44 27 | 45] YEAR [46 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2-26-80

VI. If project includes state funds (12C), identify agency -----------

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 1 Project of Environmental Impact Statement according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

IX - 26(-)

A. Project Identification:

Section Ross Island Bridge-Clackamas Highway
Highway Pacific Highway East
County Multnomah
Region 1
(Attach Sketch Map)

Date February 22, 1980
City ________ Hwy. No. ________
Begin M.P. ________ Length 4.1
Program Estimate $24,000,000
Funding Source e(4)

B. Purpose, Need, and Description of Project (Describe Alternatives): Purpose: To expand the capacity of the principal east river, north-south, transportation corridor between the Portland core area and the Milwaukie-Gladstone-Oregon City area to the south. Need: There is an increasing amount of unmet demand for the use of McLoughlin Blvd. during the peak hours, and this overflow traffic uses parallel minor arterials, collector roads, and neighborhood streets, because McLoughlin is overloaded.

DESCRIPTION OF PROJECT: The project section would be increased by one northbound and one

(CONTINUED ON PAGE 1A)

C. Recommended Project Category and Documentation:

Project Category	Documentation
X 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
____ 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☒ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☒ Indirect Source Construction Permit
☒ Section 4(f) Determination

Basis for Recommended Category:

Because of its major traffic, right-of-way, noise, and air-quality impacts, and the impact to the golf course it is recommended that this project be processed as a Draft and Final EIS.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	4-6	7
Median (Yes/No)	92% of length	yes
Shoulders (Yes/No, Paved, Gravel)	yes - paved	yes - paved
Average Daily Traffic (Volume/Year)	40,000 So. 60,000 No.	to 80,000
Alignment (New, Combined, Existing)		combined
Speeds (Posted/Estimated)		

(11-16-79)

southbound traffic lane throughout, with a reversible HOV bus lane for the entire length down the center. Existing McLoughlin Blvd. lanes would be preserved and resurfaced and restriped. All new travel surfaces would be added on the east side of the present facility.

Between Tacoma Street and the Clackamas Expressway (Map 4) right-of-way would come from a mixture of commercial-retail-residential properties. Between Ochoco Street and the Expressway the northbound lanes would be east of the existing tree border which would largely be preserved.

At both Tacoma and Ochoco Streets there would be extensive modifications to the existing circulation to accomplish the best crossing and neighborhood circulation patterns for these two important intersections.

On Main Street east of the northbound lanes there would be extensive right-of-way acquisition, including a theatre parking lot. The centerline of Main Street would be moved eastward a considerable distance to allow for the addition of northbound lanes on McLoughlin.

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Unknown
Estimated Number of Parcels	Numerous
Residential Relocation (No.)	Probable
Business Relocation (No.)	8 - 12

2. Estimated Impact on Land Use:

Conversion of commercial and residential properties to transportation use. Some neighborhood changes in section between Tacoma Street and Clackamas Expressway.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

1. Removal of overflow traffic from Milwaukie Avenue - River Road route, and from other local streets.
2. Better LOS on McLoughlin.
3. Greater volume and capacity on McLoughlin.
4. Improved safety.
5. Higher transit ridership.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Crossings of Johnson Creek and Crystal Springs Creek.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

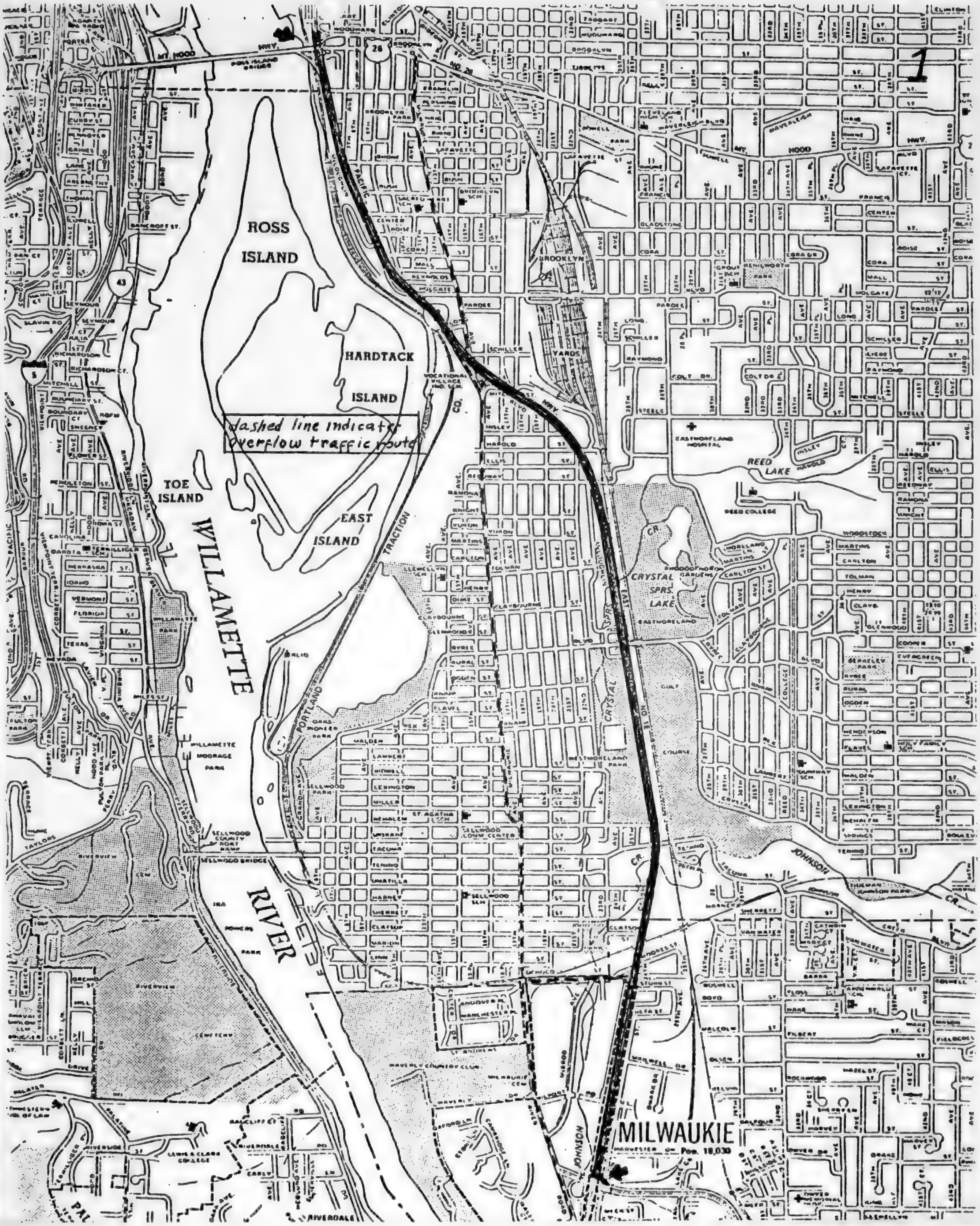
A small amount of right-of-way may be needed from the Eastmoreland Golf Course. A cultural survey would be required to determine if historical structures or sites would be affected. Most of the scenic tree border along McLoughlin Blvd. would be preserved.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Right-of-way impacts, design of neighborhood circulation patterns adjacent to Tacoma and Ochoco Streets, tree preservation, impacts to the golf course, and noise.

Name of Preparer and Phone Number: Tom Lorber 238-7438

1


MT. HOOD HWY.
ROSS ISLAND BRIDGE
BROOKLYN
ROSS ISLAND
HARDTACK ISLAND
TOE ISLAND
EAST ISLAND
WILLAMETTE RIVER
YARDS
VOCATIONAL VILLAGE IND. SCH.
EASTMORELAND HOSPITAL
REED LAKE
REED COLLEGE
CRYSTAL SPRS. LAKE
GOLF COURSE
WESTMORELAND PARK
SELLWOOD PARK
OAKS PIONEER PARK
WILLAMETTE MOORAGE PARK
SELLWOOD BRIDGE
RIVERVIEW CEMETERY
JOHNSON CR.
WAVERLY COUNTRY CLUB
LEWIS & CLARK COLLEGE
RIVERDALE
MILWAUKIE
Pop. 18,030
JOHNSON
TRACTION
PORTLAND

dashed line indicates overflow traffic route

5

GENERAL FILES

February 5, 1980

Mr. Douglas J. Coleman
6125 S.E. 23rd Avenue
Portland, OR 97202

Dear Mr. Coleman:

[illegible]
C Row 10

The Oregon Department of Transportation was recently assigned the responsibility of developing a design for an improvement to McLoughlin Boulevard between Reedway and the Milwaukie Expressway in Portland. At this time only conceptual designs, sufficient only to indicate that a project is reasonable and can meet the needs for that corridor, have been advanced.

With the assumption that the trees should not be moved along West Moreland Park, the conceptual plans do not touch any of the trees along the park. Only two trees have been identified south of Ochoco Street which may or may not be affected by the improvement.

The traffic problem on this section of McLoughlin results from the fact that there are six lanes available to traffic north of the project and eight lanes available south of the project (four lanes on McLoughlin and four lanes on the expressway). The consequence of this particular bottleneck is a shift of the traffic off McLoughlin through the neighborhood streets. The project balances the existing McLoughlin section with a major reduction of traffic on local arterial streets through Sellwood and East Moreland.

With a severe reduction in gasoline availability, the projection of demand for this section of McLoughlin still warrants an improvement. For this reason the project has been advanced to design.

The Department of Transportation anticipates initiating this project in March and will place your name on the interested parties list and make further information available to you. Until a decision is made to proceed with construction, the option of no-build will continue to exist.

Sincerely,

H. S. Coulter
State Highway Engineer

RNB:ke jh
bc: F. B. Klaboe
R. N. Bothman

6125 SE 23rd Avenue
Portland, Oregon 97202
January 10, 1980

Chairman, Oregon Transportation Commission
Salem
Oregon

Dear Sir:

I am writing you regarding a matter of great concern which may have grave consequences: The proposed widening of McLoughlin Boulevard from Reedway Avenue in Portland and thence southward in order to expedite the flow of traffic. This proposed widening would destroy a number of flourishing businesses along the route. It will also destroy two rows of magnificent mature trees on each side of the boulevard along beautiful Westmoreland Park, and again southward to Milwaukie. Both the businesses and the decorative trees would be extirpated, and the right-of-way on both sides of the boulevard would become an unsightly road shoulder. Would we then have to wait another fifty years to grow ornamental trees along the bleak roadway to compare the present mature trees?

The additional traffic on McLoughlin will add to the already existing high level of air pollution. The switching trains and the McLoughlin traffic have caused the shrubbery and plants to be coated with pollutants. Also, it is impossible for the residents on 23rd Avenue to have their doors and windows open after six o'clock in the morning without getting their houses filled with exhaust fumes from the McLoughlin traffic. Some families are already leaving the area because of this air pollution. Adding three more traffic lanes to McLoughlin would add considerably to the traffic, the noise, and the air pollution in Westmoreland.

The proponents of the projected widening say that the increase in motor traffic on McLoughlin necessitates this move. This is shortsighted and specious reasoning--the extra lanes of traffic will not be needed, and for a very good reason: As gasoline becomes scarcer, and as the price of gasoline rises to painful heights, more and more drivers will opt for bus transportation, and the number of private autos traveling this route will diminish radically down to a low degree. This is the only kind of logic and reasoning that applies --it would be insane folly to use tax monies needlessly to destroy productive businesses and irreplaceable magnificent trees just to make room for automobiles--which will no longer be driven this route.

I sincerely hope you will make every effort and use your considerable influence to prevent the needless widening of McLoughlin Boulevard in this area.

Very truly yours,

Douglas J. Coleman

Douglas J. Coleman

RECEIVED
DOT DIRECTOR
JAN 28 '80
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

RECEIVED
STATE HWY ENGR
JAN 29 '80
REFER TO
Britton
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

1-30

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RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CON 21-4
[illegible]

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

December 21, 1979

McLoughlin Blvd

Douglas J. Coleman
8125 SW 23rd Avenue
Portland, OR 97202

Dear Mr. Coleman:

Studies conducted over the past five years indicate the need to eliminate the short bottleneck along McLoughlin between Reedway and the Milwaukie Expressway. A major transit facility is also needed.

I am told that the trees will remain because the railroad right-of-way to the east will be used. The impact on businesses has not been determined because no specific designs have been produced.

After the planning study is approved, the project will become the responsibility of the Oregon Department of Transportation. I have asked that the department notify you when the various advisory committees are formed, and as plans for the project proceed.

Thank you for taking the time to write and for sharing your concerns over the potential problems this project may encounter.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway

1-3-80
cy Hardt
Dothman

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 31, 1980

Telephone 238-8226

In Reply Refer to
File No.
77-159

Clyde V. Brummel
Home Builders Service Center
8435 SE 17th Avenue
Portland, OR 97202

The Oregon Department of Transportation has recently been assigned the responsibility of developing a project for Southeast McLoughlin between Reedway and the Milwaukie Expressway. The effort has included only a reconnaissance of the possibilities for an improvement to this section to accommodate the projected demand in the corridor.

The Department plans to initiate the project in March of this year. The effort will include a major public participation effort. Neighborhood input is premature since the project has not been initiated.

The problem with this particular section of McLoughlin Boulevard is that we have available for traffic six lanes north of the section and eight lanes south of the project (four lanes on McLoughlin and four lanes on the expressway). The result of this present configuration is that we have a severely congested area with the accompanying pollution and energy problems, as well as a substantial diversion of traffic through the neighborhood streets of Sellwood, East Moreland, and West Moreland. Traffic counts accomplished by the service district indicate that this is occurring today.

I will see that your name is placed on the interested parties list and that you are invited to participate as we initiate the public participation portion of the McLoughlin project in March of this year.

Robert N. Bothman
KE

Robert N. Bothman
Administrator

RNB:ke

cc: H. S. Coulter
W. Ockert

RECEIVED
STATE HWY ENGR
FEB 1'80
REFER TO
FOR
Info Inves R/D D/R Sum Act File

• ~~MAINTENANCE~~
• ~~LEASING~~
• FINANCING

• COMMERCIAL
AND
• INDUSTRIAL

FROM IDEAS TO MOVE IN, OR REMODEL TO NEW IDEAS

Home Builders Service Center
8435 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

Telephone: 233-4841

RECEIVED
STATE HWY ENG
JAN 28 '80
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

PDM PDE TS
ODOT - METRO
JAN 29 1980
AM PPS
FILE

January 25, 1980

Mr. Bob Hast,
Metro Service District Transportation Planning,
527 S. W. Hall,
Portland, Oregon, 972021

Yesterday I attended the Moreland Commercial Club meeting whereat you presented the plan for S. E. Mcloughlin.

I reside at 2212 S. E. Lambert, which is at the end of S. E. 22nd and adjoining S. E. 23rd. In reference to your proposal I checked by phone this morning with SMILE and while your proposal was briefly presented to SMILE no endorsement of the project by SMILE was given.

I have also talked to seven of the neighborh on S. E. 22nd and they advised they knew nothing of the proposed plan, nor did the neighbors at S. E. Nehalem. Just from my brief research it is apparent no real neighborhood input has been received for your plan.

The plan is good for people living in Canby or Estacada, but does absolutely nothing for the Westmoreland neighborhood more especially the children who frequent the park. Children are a precious asset and I am very concerned that your planning staff is so cold blooded as to not plan out this glaring error. The general conversation of the club seemed to be to do something about this problem of traffic in Westmoreland Park that unless something is done will result in the death of some child.

✓ I am sending a copy of this requiest to the State and Federal Highway Dept. with a request that funding be held up until this error in planning is corrected. In addition SMILE needs to hold more public hearings on this subject and either vote to endorse or not endorse.

Your plan, as I see it, hurrys the traffic to McLoughlin and Tacoma, where with the light people will turn right, come up 23rd and 22nd. In addition, your plan will do absolutely nothing to reduce the traffic on S. E. 17th as this traffic is moving to the west side over the Sellwood Bridge. Currently I have a request in to the County Assessor to lower our property values because the traffic on S. E. 17th is preventing us from adequetely using our business building.

State Highway Salem –

Very truly yours,
Clyde V Brummel
Clyde V. Brummell.

BUILDING DIVISION — BRUMMELL CONSTRUCTION

9708

1E

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. J. D. McClure
METRO Proj. Develop. Engr.
Attn. Rob Cameron, Res. Engr.

DATE: January 29, 1980

FROM: L. L. Wallace
L. L. Wallace
Asst. Bridge Engineer

SUBJECT:
Ross Island Br.-Clackamas Hwy. Sec.
Pacific Highway East
Estimated Bridge Design
and Construction Cost for Structures

Subsequent to the meeting of January 15, 1980, we have refined our estimate for the subject project.

Our up-to-date estimates are $9,500,000 for construction cost and $250,000 for design engineering (906 prefix). The estimates are for structures only and do not include grading, paving et cetera costs. Attached is a summary sheet.

If you need more information, please let us know.

LLW:dh
Attachment

cc - /w/ attach.
Adrian Olson
D. R. Adams
M. J. Klotz
C. Duval

Versteeg
Anderson
Christensen
[✓ Olson]
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 30 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

81-125-1367

January 29, 1980

Ross Island Bridge -
Clackamas Highway Section
Pacific Highway East
Cost Summary Sheet

Structure	Estimated Const. Cost
Milwaukie Ave. Br. (Northbound)	$ 1,477,000
Crystal Springs Culvert	23,000
Johnson Cr. Br. at Tacoma St. (Northbound)	360,000
Bybee Blvd. Br. Reconstruction	3,153,000
Uxing PRL & P-RR Br.	1,429,000
Clackamas Hwy. Intch. Structures	
a. W-N Ramp	2,528,000
b. S-E Ramp	272,000
	$ 9,242,000
	2.5%
Est (906 Prefix)	$ 231,000
SAY	$ 250,000

9708

5

INT 5-2

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO 238-8226

DEPT. TELEPHONE

TO: The File

DATE: October 16, 1979

FROM: R. N. Bothman
Administrator
Bothman

SUBJECT: Multnomah County Transportation Planning

Met with Commissioner Buchanan, Multnomah County, for a one hour discussion on transportation direction in his district and, more generally, in the county and region.

Discussed the following projects and presented our views on them to the Commissioner:

1. McLoughlin Boulevard - ODOT support for a multi-modal project consisting of eliminating the bottleneck between Reedway and the Milwaukie Expressway plus adding a transit corridor (i.e. reversible bus lane). Made the pitch for something like Barbur Boulevard. I indicated the Department would support this kind of an approach but could not participate in a project that did not address both the auto and transit needs in the corridor. I specifically indicated my current thinking that we need to six lane the section from Reedway to the Milwaukie Expressway, provide the proper connections to the expressway, address the congestion at Tacoma and provide a transit lane.

2. Johnson Creek/Sellwood Freeway - indicated that ODOT did not support nor could I see any justification for such a facility and discussed the reasons for this.

3. Macadam Avenue

4. I-5 Terwilliger Interchange - indicated that ODOT was not excited about this additional traffic onto I-5 and, at this point, did not support the completion of the additional ramps.

5. Westside Transitway - discussed both the Sunset and Multnomah alignment and problems with both.

6. Barnes Road - The Commissioner expressed considerable concern with widening Barnes Road.

7. Sunset Freeway - I expressed considerable concern with the traffic volumes which have increased on the Sunset and are projected to increase due to the Peterkort development, Cornell Road LID, and so forth. This led to a good discussion of ramp metering and the state's general intention to develop management techniques to operate the freeway and state arterial system at a reasonable level of service. Ramp metering is one technique by which to accomplish this.

NOTED
C. B. [illegible]

Indicated my strong push to develop a transportation plan that specifically assigns the demand to highway and transit and to develop a highway and transit system that would provide for those demands. The Commissioner seemed to catch onto this idea. The Commissioner further indicated a desire to discuss my general philosophies with the entire Multnomah County Board at our convenience.

RNB:ke

cc: F. B. Klaboe
    T. A. Spence

RECEIVED
DOT DIRECTOR
OCT 18 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9708

5

September 11, 1979

Mr. F. William Fort, Director
Region 10
Urban Mass Transportation Administration
Federal Building, Suite 3142
915 Second Avenue
Seattle, Washington 98174

Dear Mr. Fort:

Under the authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for the systems planning work in the McLoughlin Boulevard corridor as described in the enclosed material forwarded to the Oregon Department of Transportation by Denton U. Kent, Chief Administrative Officer of the Metropolitan Service District. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4), Title 23 USC. I concur that this project is a regional priority and has been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

Federal transfer funds	$30,855
Local matching funds provided by the Metropolitan Service District	1,695
Local matching funds provided by Clackamas County	3,750

This grant will support work described in the approved Fiscal Year 1980 Unified Work Program for the Portland-Vancouver urbanized area. It is our understanding that the grant will be administered directly by UMTA to MSD.

Sincerely,

s/ Fred Miller
for
F. B. Klaboe
Director

Enc.

cc Glen Green
Federal Highway Administration

Rick Gustafson
Metropolitan Service District

bc: R. N. Bothman
Dennis Moore
H. S. Coulter
D. H. Moehring
R. E. Royer

TAS:ebg fn

DRAFT

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 11, 1979 503-238-8226

F. WILLIAM FORT, Director
Region 10
Urban Mass Transportation Administration
Federal Building, Suite 3142
915 Second Avenue
Seattle WA 98174

Under the authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use interstate transfer funds for the systems planning work in the McLoughlin Boulevard corridor as described in the attached material forwarded to the Oregon Department of Transportation by Mr. Denton U. Kent. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the interstate highway system under Section 103(e)(4), Title 23 USC. I concur that this project is a regional priority and has been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

Federal transfer funds	$30,855
Local matching funds provided by the Metropolitan Service District,	$1,695
Local match funds provided by Clackamas County	$3,750

This grant will support work described in the approved fiscal year 1980 Unified Work Program for the Portland/Vancouver urbanized area. It is our understanding that the grant will be administered directly by UMTA to MSD.

FRED B. KLABOE
Director

TAS:ebg

cc Glen Green
Rick Gustafson (MSD)

BC Bothman
Moore
Coulter
Mechling
[illegible]

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: F. B. KLABOE
Director

DATE: September 11, 1979

FROM: ROBERT N. BOTHMAN
Administrator

Bothman

SUBJECT: McLoughlin Corridor Study

Attached is correspondence received from the Metropolitan Service District, along with the McLoughlin Corridor study program.

We discussed this program somewhat at the meeting you attended at MSD. MSD has applied for $30,855 of interstate transfer funds to be matched by Clackamas County and MSD for systems planning work in the McLoughlin Corridor.

Because the funds are transfer funds, we have prepared the attached draft for forwarding to the Urban Mass Transportation Administration showing Oregon's concurrence in the utilization of the funds for this work.

TAS:ebg

attachment

Hand delivered
by Limbocker
9-11-79
Bn

MSD METROPOLITAN SERVICE DISTRICT
527 S.W. HALL PORTLAND, OREGON 97201 503/221-1646

August 9, 1979

Mr. Robert Bothman, Administrator
ODOT -- Metro Branch
5821 NE Glisan Street
Portland, Oregon 97213

Dear Bob:

Rick Gustafson,
Executive Officer

MSD Council
Mike Burton,
Presiding Officer
District 12
Donna Stuhr,
Deputy Presiding Officer
District 1
Charles Williamson
District 2
Craig Berkman
District 3
Corky Kirkpatrick
District 4
Jack Deines
District 5
Jane Rhodes
District 6
Betty Schedeen
District 7
Caroline Miller
District 8
Cindy Banzer
District 9
Gene Peterson
District 10
Marge Kafoury
District 11

The letter forwards a Metropolitan Service District application for $30,855 of Interstate Transfer funds. These funds are to be used to support MSD and Clackamas County planning activities involved in conducting a systems-level alternatives analysis study in the McLoughlin Corridor as described in the FY 1980 Unified Work Program. Matching funds are to be provided by the MSD ($1,695) and Clackamas County ($3,750).

As you know, systems planning work is already underway to evaluate McLoughlin Corridor alternatives. In order to keep the alternatives analysis work on schedule, it is critical that federal Interstate Transfer funding be available as soon as possible to supplement the TQX funds programmed to support this work item. I would appreciate it if you would obtain the necessary state approval as well as approval by the Federal Highway Administration and Urban Mass Transportation Administration.

If you have further questions, please give Bill Ockert a call. Thank you for your continuing assistance.

Sincerely,

Denton U. Kent
Chief Administrative Officer

DUK:CWO:bc
4675A
0057A

Enclosure

MSD METROPOLITAN SERVICE DISTRICT
527 S.W. HALL PORTLAND, OREGON 97201 503/221-1646

Rick Gustafson,
Executive Officer

MSD Council
Mike Burton,
Presiding Officer
District 12
Donna Stuhr,
Deputy Presiding Officer
District 1
Charles Williamson
District 2
Craig Berkman
District 3
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District 4
Jack Deines
District 5
Jane Rhodes
District 6
Betty Schedeen
District 7
Caroline Miller
District 8
Cindy Banzer
District 9
Gene Peterson
District 10
Marge Kafoury
District 11

August 9, 1979

Mr. F. William Fort
Director, Region X
UMTA
Federal Building -- suite 3142
915 Second Avenue
Seattle, Washington 98174

Dear Bill:

The purpose of this letter is to inform you that the Metropolitan Service District is forwarding an application for $30,855 of Interstate Transfer funds through the Oregon Department of Transportation to support a systems-level alternatives analysis study in the McLoughlin Corridor. This grant would support work described in the approved FY 1980 Unified Work Program for the Portland/-Vancouver Urbanized Area (work item A.3.a(2).) Matching funds are to be provided by the MSD ($1,695) and Clackamas County ($3,750).

It is critical that federal Interstate Transfer funds to support this effort be granted as soon as possible. Please let me know if you have any concerns. We will be forwarding a copy of the grant application so that you can review it prior to receiving it from the Oregon Department of Transportation.

Sincerely,

Denton

Denton U. Kent
Chief Administrative Officer

DUK:CWO:bc
4676A
0057A

Enclosure

cc: Rick Gustafson
C. William Ockert
Robert Bothman
Peter Cass

103 e(4)
FUNDING APPLICATION

MCLOUGHLIN CORRIDOR
ALTERNATIVES ANALYSIS

[illegible]
ODOT - [illegible]
[illegible]
[illegible] Ebg [illegible]

TABLE OF CONTENTS

I. TRANSMITTAL LETTER TO ROBERT BOTHMAN . . . .

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IV. BUDGET INFORMATION . . . .

V. MSD RESOLUTION APPROVING THE UNIFIED WORK PROGRAM AND AUTHORIZING THE FILING OF A GRANT. . . . .

III. PROJECT NARRATIVE

III. PROJECT NARRATIVE

The work to be supported in part by this grant (TQX funds are also programmed to support this work item) is described in the FY 1980 UWP work item A.3.a(2) as follows:

> "Assess a number of alternatives in various corridors (McLoughlin and I-5 North) to determine which meet specified objectives and how they affect the regional transportation system."

A more detailed work program has been prepared (it was transmitted to UMTA on June 29, 1979) as follows:

The Alternatives Analysis will build on the McLoughlin TSM study to insure no duplication or repetition of already completed work. The focus of the analysis will be to answer four major questions. This will be done by assessing the effects a number of project alternatives would have on a selected number of critical impact areas in the transportation system. These questions are:

- How much additional capacity is required?
- What type of capacity should be provided?
- How should the capacity be managed?
- How will the transportation system be balanced?

To answer these study questions, it will be necessary to simulate several alternatives. The simulations will incorporate the Tri-Met TSM transit network, network modifications based on the McLoughlin Corridor alternatives, and a manual assignment of flows onto major facilities. The alternatives to be simulated include:

1. All transit
2. Reversible bus lane - peak hour
3. Two reversible lanes in the peak direction - one mixed and one HOV
4. HOV lane in each direction
5. Mixed traffic lane in each direction
6. Major intersection improvements.

A major concern of the study will be the impact of the alternatives on specific impact areas. The analysis will provide an assessment of how the system will be balanced and how other corridor components will be impacted by the project. The assessment will be performed for the following proposed impact areas:

1. Ross Island Bridge
2. Holgate Blvd.
3. Powell Blvd.
4. 17th/Milwaukie Avenue
5. 32nd Avenue
6. 45th Avenue
7. Tacoma Street-Sellwood Bridge
8. I-205

9. Oatfield/River Road
10. Grand Avenue
11. McLoughlin north and south of project termini
12. Bybee Blvd.
13. Harrison/King

MCLOUGHLIN TASK FORCE

The McLoughlin working group will be reconstituted. Several meetings are planned to coincide with the completion of various phases.

GOAL OF THE STUDY

The goal of the study is to:

- Analyze the most promising system alternatives and assess the impacts they have on the transportation system within the McLoughlin Corridor.
- Assess how the alternatives relieve both existing and future transportation problems in the McLoughlin Corridor as well as respond to a number of other regional and local objectives.

Identify projects for the $25 million McLoughlin Corridor Interstate Transfer Reserve and present recommendations on which alternatives should undergo preliminary engineering.

Phase I. Assessment of Additional Corridor Capacities Requirements

Objectives: This initial phase is intended to provide a comparison of existing and projected (1995) McLoughlin Corridor component travel flows with existing/planned corridor capacities. The analysis will include a determination of the use of non-regional facilities by regional trip makers and the identification of problem areas resulting from such travel movements. Acceptable levels of neighborhood and commercial area infiltration will be determined. The completed analysis will result in the determination of how much additional corridor capacity is presently required and will be required by 1995.

Activities:

1. Identification of 24 hour and peak hour travel counts by north/south corridor facilities.
2. Calibration of 1977 simulated travel flows with cutline travel counts.
3. Simulation of 1995 "NULL" corridor component travel flows.
4. Computation of existing/planned corridor north/south facility capacities on a cutline basis.

5. Comparison of present and future travel flows with existing cutline highway capacities.

6. Identification of problem areas experiencing capacity deficiencies, time delays, air quality problems, and neighborhood and commercial area infiltration (note impact areas).

7. Determination of acceptable levels of neighborhood and commercial area infiltration.

8. Determination of how much additional corridor capacity is required now and by 1995.

9. Identification of committed development and committed improvement projects.

10. Identification of county/cities comprehensive plan classifications for the corridor arterial system and adjacent land uses.

Work Products:

The completion of each activity should be documented in a memorandum to the project manager. Ten memos are expected. Following completion of this phase, the first working group meeting will be held.

Phase II. Assessment of What Type of Capacity Should Be Provided

Objectives: The objectives of this phase are to provide an assessment of transit potential. The assessment would include a determination of the potential of transit to capture various corridor trips are possible and how many transit vehicles would be required to service the demand attracted to transit.

Activities:

1. Determination of the composition of travel by trip purpose during the peak hour.

2. Analysis of home based work and home based other travel patterns.

3. Assessment of the transit service ability to attract home-based work trips and the theoretical maximum transit modal split.

4. Determination of the level of transit service (number of transit seats) required to serve travel flows attracted to transit.

5. Determination of how existing land use policy (comprehensive plans) and arrangements support/don't support transit and an assessment of what changes in land use arrangements and land use policy (comprehensive plans) would be required to better support transit.

6. Simulation of the Tri-Met TSM network.

7. Analysis of the Tri-Met On-Board Ridership Survey.

8. Analysis of Tri-Met boarding/deboarding.

9. Transit speed and delay study.

Work Products:

Completion of each activity is to be documented in a memo to the project manager.

Phase III. Simulation of Alternatives

Objectives: This phase will simulate the six McLoughlin Corridor alternatives. The objective of the phase will be to determine the effect each alternative has on the identified corridor problems. The simulations will be performed for various project termini and assumptions concerning the completion of the Marquam Bridge ramps and other such projects.

Activities:

1. Simulate alternatives using the "NAG" windowing technique (or a substitute manual technique), a modified and more detailed network, and the 265 zone population and employment allocation. Alternatives are to be simulated based on assumptions of travel times, additional capacity, transit modal splits, vehicle occupancies, project termini and others. Alternatives to be simulated include:

   a. All transit

   b. Reversible bus lane - peak hour

   c. Two reversible lanes in the peak direction - one mixed and one HOV

   d. HOV lane in each direction

   e. Mixed traffic lane in each direction

   f. Major intersection improvements

2. The simulated alternatives assignments are to be analyzed in terms of total corridor trips, trips assigned to McLoughlin Blvd., and trips assigned to parallel north/south facilities including:

   a. 17th

   b. Milwaukie

   c. 32nd

   d. 45th

   e. Oatfield

   f. River Road

   g. Grand/Union

3. An assessment is to be made concerning the alternatives impact on the previously identified problem areas.

4. Each alternative's simulation is to be analyzed as to its air quality and energy impacts.

Work Products:

The completion of each activity will be documented in a memo to the project manager. A second working group meeting will be held after completion of those tasks.

Phase IV. Determination of How the Transportation System Will Be Balanced

Objectives: The objective of this phase is to determine the impacts of the alternatives on the transportation network. The analysis will assess how the transportation network will be balanced.

Activities:

1. Each alternative will be analyzed as to its impact on critical links on the transportation network. These facilities are to include:

   a. Ross Island Bridge

   b. Tacoma Street/Sellwood Bridge

   c. Powell Blvd.

   d. Holgate Blvd.

   e. Bybee Blvd.

   f. I-205

2. Cost-effectiveness analysis for each alternative.

Work Products:

The completion of the activities will be documented in a memo to the project manager. Following completion of this phase and phase V, a third working group meeting will be called.

Phase V. Cost and Engineering Feasibility Analysis

Objectives: The objective of this phase is to provide a preliminary analysis of major engineering constraints and a preliminary cost estimate of each alternative.

Activities:

1. Identification of corridor constrictions requiring major reconstruction.

2. Preliminary cost estimate of each alternative.

Work Products:

The completion of the task will be documented in a memo to the project manager.

Phase VI. Systems Analysis Recommendations on the Most Favorable Alternatives Within the McLoughlin Corridor

Objectives: Prepare recommendations on the most effective and acceptable alternatives and define an implementation strategy.

Activities:

1. Recommend the most favorable alternatives for the corridor and document the rationale for the strategies.

2. Prepare a fiscal analysis including local match capabilities.

3. Prepare an implementation process for the alternatives strategy in terms of timing, sources and magnitudes of funds, responsible agencies, lead agency, and delineate any special legal or institutional constraints which may be encountered.

Work Products:

The task will be documented by a systems planning report. A fourth and final working group meeting will be called upon completion of the draft.

GS/gl
4171A
0052A

IV. BUDGET INFORMATION

A. BUDGET FORMS

OMB Approval No. 29-RO218

FEDERAL ASSISTANCE

1. TYPE OF ACTION (Mark appropriate box)
☐ PREAPPLICATION
☒ APPLICATION
☐ NOTIFICATION OF INTENT (OpL)
☐ REPORT OF FEDERAL ACTION

2. APPLICANT'S APPLICATION
a. NUMBER
b. DATE Year month day 1979 8 9

3. STATE APPLICATION IDENTIFIER
a. NUMBER
b. DATE ASSIGNED Year month day 19

Leave Blank

SECTION I—APPLICANT/RECIPIENT DATA

4. LEGAL APPLICANT/RECIPIENT
a. Applicant Name : Metropolitan Service District
b. Organization Unit :
c. Street/P.O. Box : 527 SW Hall
d. City : Portland
e. County : Multnomah
f. State : Oregon
g. ZIP Code: 97201
h. Contact Person (Name & telephone No.) : C. William Ockert 503/221-1646

5. FEDERAL EMPLOYER IDENTIFICATION NO.

6. PROGRAM (From Federal Catalog)
a. NUMBER
b. TITLE 103e(4)

7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT
Systems-level alternatives analysis in the McLoughlin Corridor as described in the FY 1980 Unified Work Program

8. TYPE OF APPLICANT/RECIPIENT
A-State
B-Interstate
C-Substate District
D-County
E-City
F-School District
G-Special Purpose District
H-Community Action Agency
I-Higher Educational Institution
J-Indian Tribe
K-Other (Specify): MPO-RPC
Enter appropriate letter K

9. TYPE OF ASSISTANCE
A-Basic Grant
B-Supplemental Grant
C-Loan
D-Insurance
E-Other
Enter appropriate letter(s) A

10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.)
Multnomah, Clacakams, Washington Counties

11. ESTIMATED NUMBER OF PERSONS BENEFITING
888,554

12. TYPE OF APPLICATION
A-New
B-Renewal
C-Revision
D-Continuation
E-Augmentation
Enter appropriate letter A

13. PROPOSED FUNDING

a. FEDERAL	$ 30,855 .00
b. APPLICANT	5,445 .00
c. STATE	.00
d. LOCAL	.00
e. OTHER	.00
f. TOTAL	$ 36,300 .00

14. CONGRESSIONAL DISTRICTS OF:
a. APPLICANT
b. PROJECT

15. TYPE OF CHANGE (For 11c or 11e)
A-Increase Dollars
B-Decrease Dollars
C-Increase Duration
D-Decrease Duration
E-Cancellation
F-Other (Specify):
Enter appropriate letter(s)

16. PROJECT START DATE Year month day * 1979 7 1

17. PROJECT DURATION 12 Months

18. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY ▷ Year month day 19

19. EXISTING FEDERAL IDENTIFICATION NUMBER

20. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code)
FHWA and UMTA

21. REMARKS ADDED
☐ Yes ☐ No

SECTION II—CERTIFICATION

22. THE APPLICANT CERTIFIES THAT ▶
a. To the best of my knowledge and belief, data in this preapplication/application are true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached assurances if the assistance is approved.

b. If required by OMB Circular A-95 this application was submitted, pursuant to instructions therein, to appropriate clearinghouses and all responses are attached:

	No response	Response attached
(1)	☐	☐
(2)	☐	☐
(3)	☐	☐

23. CERTIFYING REPRESENTATIVE
a. TYPED NAME AND TITLE
Denton U. Kent
Chief Administrative Officer
b. SIGNATURE Denton U. Kent
c. DATE SIGNED Year month day 1979 8 9

SECTION III—FEDERAL AGENCY ACTION

24. AGENCY NAME

25. APPLICATION RECEIVED Year month day 19

26. ORGANIZATIONAL UNIT

27. ADMINISTRATIVE OFFICE

28. FEDERAL APPLICATION IDENTIFICATION

29. ADDRESS

30. FEDERAL GRANT IDENTIFICATION

31. ACTION TAKEN
☐ a. AWARDED
☐ b. REJECTED
☐ c. RETURNED FOR AMENDMENT
☐ d. DEFERRED
☐ e. WITHDRAWN

32. FUNDING

a. FEDERAL	$ .00
b. APPLICANT	.00
c. STATE	.00
d. LOCAL	.00
e. OTHER	.00
f. TOTAL	$ .00

33. ACTION DATE ▶ Year month day 19

34. STARTING DATE Year month day 19

35. CONTACT FOR ADDITIONAL INFORMATION (Name and telephone number)

36. ENDING DATE Year month day 19

37. REMARKS ADDED
☐ Yes ☐ No

38. FEDERAL AGENCY A-95 ACTION
a. In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.
b. FEDERAL AGENCY A-95 OFFICIAL (Name and telephone no.)

424-101 (OE FORM 336, 10/76)

STANDARD FORM 424 PAGE 1 (10-75)
Prescribed by GSA, Federal Management Circular 74-7

*Project has already commenced using FHWA TOX funds

OMB NO. 29-R0218

PART II
PROJECT APPROVAL INFORMATION

ITEM 1.

Does this assistance request require State, local, regional, or other priority rating?

☐ Yes ☒ No

Name of Governing Body ______

Priority Rating ______

ITEM 2.

Does this assistance request require State, or local advisory, educational or health clearances?

☒ Yes ☐ No

Name of Agency or Board Governor of Oregon-Authority delegated to the Director of the Oregon Dept of Transportation

(Attach Documentation)

ITEM 3.

Does this assistance request require clearinghouse review in accordance with OMB Circular A-95?

☐ Yes ☒ No

(Attach Comments) Project included in FY 1980 Unified Work Program already subjected to A-95 review

ITEM 4

Does this assistance request require State, local, regional, or other planning approval?

☒ Yes ☐ No

Name of Approving Agency Metropolitan Service District

Date Included in FY 1980 UWP

ITEM 5

Is the proposed project covered by an approved comprehensive plan?

☐ Yes ☒ No

Check one:
☐ State
☐ Local
☐ Regional

Location of Plan ______

ITEM 6

Will the assistance requested serve a Federal installation?

☐ Yes ☒ No

Name of Federal Installation ______

Federal Population benefiting from Project ______

ITEM 7

Will the assistance requested be on Federal land or installation?

☐ Yes ☒ No

Name of Federal Installation ______

Location of Federal Land ______

Percent of Project ______

ITEM 8

Will the assistance requested have an impact or effect on the environment?

☐ Yes ☒ No

See instructions for additional information to be provided.

ITEM 9

Will the assistance requested cause the displacement of individuals, families, businesses, or farms?

☐ Yes ☒ No

Number of:
Individuals ______
Families ______
Businesses ______
Farms ______

ITEM 10

Is there other related assistance on this project previous, pending, or anticipated?

☒ Yes ☐ No

See instructions for additional information to be provided. Related work described in FY1980 UWP (see project narrative)

OMB NO. 29-R0218

PART III - BUDGET INFORMATION

SECTION A - BUDGET SUMMARY

GRANT PROGRAM, FUNCTION OR ACTIVITY (a)	FEDERAL CATALOG NO. (b)	ESTIMATED UNOBLIGATED FUNDS		NEW OR REVISED BUDGET		
		FEDERAL (c)	NON-FEDERAL (d)	FEDERAL (e)	NON-FEDERAL (f)	TOTAL (g)
1. 103e(4)		$	$	$ 30,855	$ 5,445	$ 36,300
2.						
3.						
4.						
5. TOTALS		$	$	$ 30,855	$ 5,445	$ 36,300

SECTION B - BUDGET CATEGORIES

6. OBJECT CLASS CATEGORIES	GRANT PROGRAM, FUNCTION OR ACTIVITY				TOTAL (5)
	(1) MSD	(2) Clackamas Co	(3)	(4)	
a. PERSONNEL	$ 4,023	$ 25,000	$	$	$
b. FRINGE BENEFITS					
c. TRAVEL					
d. EQUIPMENT					
e. SUPPLIES					
f. CONTRACTUAL					
g. CONSTRUCTION					
h. OTHER					
i. TOTAL DIRECT CHARGES					
j. INDIRECT CHARGES	4,023				
k. TOTALS	$ 11,300	$ 25,000	$	$	$ 36,300
7. PROGRAM INCOME	$	$	$	$	$

HEW-608T

OMB NO. 29-R0218

SECTION C - NON-FEDERAL RESOURCES

(a) GRANT PROGRAM	(b) APPLICANT	(c) STATE	(d) OTHER SOURCES	(e) TOTALS
8. 103e(4)	$ 1,695	$	$3,750 Clackamas	$ 5,445
9.				
10.				
11.				
12. *TOTALS*	$ 1,695	$	$ 3,750	$ 5,445

SECTION D - FORECASTED CASH NEEDS

FY1980 Ending June 30, 1980	TOTAL FOR 1ST YEAR	1ST QUARTER	2ND QUARTER	3RD QUARTER	4TH QUARTER
13. FEDERAL	$ 30,855	$ 4,000	$ 8,951	$ 8,952	$ 8,952
14. NON-FEDERAL	5,445	705	1,580	1,580	1,580
15. *TOTALS*	$ 36,300	$ 4,705	$10,531	$10,532	$10,532

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) GRANT PROGRAM	FUTURE FUNDING PERIODS (years)			
	(b) FIRST	(c) SECOND	(d) THIRD	(e) FOURTH
16.	$	$	$	$
17.				
18.				
19.				
20. *TOTALS*	$	$	$	$

SECTION F - OTHER BUDGET INFORMATION *(attach additional sheets if necessary)*

21. DIRECT CHARGES:

22. INDIRECT CHARGES:

23. REMARKS:

PART IV - PROGRAM NARRATIVE *(attach per instructions)*

HEW-608T

V. A-95 REVIEW

The project to be funded with this grant is described in the FY 1980 Unified Work Program for the Portland Urbanized area. The FY 1980 Unified Work Program has been subjected to A-95 review process. It is the opinion of the staff of both the Regional and State Clearinghouses that further A-95 review is unnecessary.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
METRO SERVICE DISTRICT

STATE A-95 REVIEW ADDENDUM

APPLICANT: MSD

PROJECT TITLE: 1980 Transportation Unified Work Pgm

PNRS #: 7906 2 210

DATE: July 12, 1979

The State Clearinghouse has received additional comments from

Environmental Quality

subsequent to our conclusion letter of July 3, 1979

please see copy (ies) attached for your attention.

Additional Clearinghouse comments:

(x) Please consider this letter and enclosure(s) an addendum to our previous letter.

(x) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

STATE OF
WASHINGTON

[illegible]

PLANNING & COMMUNITY AFFAIRS AGENCY
400 Capitol Center Building, Olympia, Washington 98504
Dean Cole, Director

August 8, 1979

Mr. Rick Gustafson
Metropolitan Service District
527 S.W. Hall
Portland, Oregon 97201

Dear Mr. Gustafson:

RE: Metropolitan Service District
UWP for Transportation Planning in the
Portland-Vancouver Region 1980-81

The Planning & Community Affairs Agency, as the State Clearinghouse for local governmental units, has reviewed the project summary for the above project. A number of potentially interested agencies were notified of the project. No significant reactions were received by the clearinghouse. It is our conclusion the proposed project is consistent with state goals and objectives as of this date.

You may now complete and submit your formal application to the appropriate funding agency, attaching this letter and any other comments from other agencies.

We appreciate this opportunity to review your program.

Sincerely,

Rhea J. Rucker

Rhea J. Rucker
Grant Review Coordinator

rr

cc: Regional Planning Council of Clark County

ATTACHMENT "V"

METROPOLITAN SERVICE DISTRICT COUNCIL RESOLUTION

FOR THE PUPOSE OF APPROVING)
THE FY 1980 UNIFIED WORK)
PROGRAM (UWP))

RESOLUTION NO. 79-49
At The Request of
Rick Gustafson, Executive
Officer

WHEREAS, the Unified Work Program (UWP) describes all federally-funded transportation/air quality planning activities for the Portland/Vancouver metropolitan area to be conducted in Fiscal Year 1980, and

WHEREAS, the UWP indicates federal funding sources for transportation/air quality planning activities carried out by MSD, Clark County Regional Planning Council (RPC), ODOT, Tri-Met, and the local jurisdictions, and

WHEREAS, approval of the UWP is requested to receive federal transportation planning funds, and

WHEREAS, the UWP is consistent with the proposed MSD budget submitted to the Tax Supervisory and Conservation Commission, and

WHEREAS, the UWP has been reviewed and agreed to by the Transportation Policy Advisory Committee (TPAC) and the Joint Policy Advisory Committee (JPACT); now, therefore,

BE IT RESOLVED, That the MSD Council approves the UWP subject to Clark County RPC approval of the Washington State MPO portion, and

BE IT FURTHER RESOLVED, That the UWP is consistent with the continuing, cooperative and comprehensive planning process and hereby receives affirmative A-95 action, and

BE IT FURTHER RESOLVED, That the MSD

Executive Officer is authorized to apply
for, accept, and execute grants and
agreements specified in the UWP.

ADOPTED by the Council of the Metropolitan Service District (MSD) this 24th day of May, 1979.

Michael L Burton
Presiding Officer

KT/gl
3588A
0033A
5/24/79

9701

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STATE OF OREGON
ODOT METRO
DEPT.

238-8226
TELEPHONE

INTEROFFICE MEMO

TO: The File

DATE: September 10, 1979

FROM: R. N. Bothman Bothman
Administrator

SUBJECT: McLouglin Boulevard

$25 million has been reserved from the Mt. Hood Freeway Transfer Fund for McLoughlin Boulevard improvements.

A clear definition of a preliminary engineering project has not yet been established by MSD. The two efforts to date that have failed include:

1. To establish a LRT or busway. That study concluded that the corridor did not support those facilities.

2. To approach the McLoughlin Boulevard congestion with a TSM project. This also failed. The problem is beyond that which can be addressed by a TSM approach.

The above efforts to date indicate clearly that additional auto capacity is needed on McLoughlin Boulevard between Brooklyn yards and the Clackamas expressway.

The time frame for implementation of a major project utilizing transfer funds dictates that the project should move to PE during 1980.

In order to facilitate this effort, MSD has authorized federal funds to proceed with the air monitoring program during the 1979-80 winter season.

Verbal agreement has been reached that Tri-Met, ODOT, Clackamas County, and City of Portland will jointly match the federal monies to provide for the air monitoring program. The work has been scheduled with Metro staff.

Fred Klaboe approved ODOT's participation in the air quality monitoring work. The estimated maximum cost to ODOT is $1,000.

Cliff Christianson has indicated federal approval of preliminary engineering funds to initiate the air monitoring studies. The program packet will be immediately submitted to Dave Moehring for programming.

RNB:ke

cc: F. B. Klaboe
D. H. Moehring
T. A. Spence

RECEIVED
DOT DIRECTOR
SEP 11 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

MA RDM PDE TSE SPC
ODOT - METRO
SEP 10 1979
AM PPS
FILE: E/A

9106

5

STATE OF OREGON
ODOT METRO
DEPT.
238-8226
TELEPHONE

INTEROFFICE MEMO

TO: E. L. Hardt
Region Engineer

DATE: September 4, 1979

FROM: R. N. Bothman
Administrator

Bothman

SUBJECT: McLoughlin Boulevard

In response to your memo concerning the Chrysler/Plymouth property in Milwaukie, an improvement project to McLoughlin has not moved sufficiently to allow us to identify property needed at this time.

Actually, most of the effort to date is being done on a major improvement to McLoughlin between the Milwaukie Expressway and Brooklyn yards. This will probably eventually result in widening that section.

The plan south of the Milwaukie Expressway is a TSM improvement, which essentially means adding turning lanes where required and synchronizing the signals to improve the operation of the existing facility.

I don't really see a major need, at this point in time at least, for additional right-of-way on McLoughlin through the Milwaukie city center.

By the way, the latest approach to McLoughlin has been another planning study by MSD, which would take about another year. After that, we would have to initiate some kind of PE and, if into major right-of-way acquisition, would have to write an impact statement, which means, under that line of thought we are at least three years away from acquiring any right-of-way.

However, my intent is to push for the McLoughlin improvements, hopefully, to initiate preliminary engineering early next year. Even in this case, we wouldn't be ready for right-of-way acquisition for at least a year and a half.

RNB:ke

cc: F. B. Klaboe

Attachment

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
SEP 5 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 21, 1979

FILE: 77-159

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: McLOUGHLIN BLVD. IMPROVEMENTS

TO: R. N. BOTHMAN
Metro Administrator

I noted recently in the newspaper that Eastman's Chrysler Plymouth Agency in Milwaukie is going out of business. They are situated directly on the west side of McLoughlin in downtown Milwaukie. The plan we developed in 1974 for widening McLoughlin through Milwaukie called for the purchase of this business. I don't know whether we're far enough into the improvement of McLoughlin to know that we need this property now, but if there's any way that we could acquire it at the time the firm is going out of business, it obviously would solve relocation problems. I'll leave to your judgment whether we should pursue this.

ELH/cr
cc Ken Rolfe

MA PDM PDE TSE SPC
ODOT - METRO
AUG 2[illegible] 1979
ADM PPS FILE T/A

1983 Milwaukie-Oregon City 9708
Sec., Pacific Hwy. E. (McLoughlin
Blvd.) (Grad., pav., and signals) #1

9704

5

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO
DEPT.

238-8226
TELEPHONE

TO: F. B. Klaboe
Director

DATE: August 15, 1979

FROM: R. N. Bothman
Administrator

Bothman

SUBJECT: Portland Area Transportation

Rick Gustafson is attempting to set up a meeting August 27th to "organize the transportation actors" in the region, with the specific purpose of developing the necessary thrust for the Westside Transitway, the I-5 North improvements, and the McLoughlin Boulevard corridor improvements.

The group will probably consist of Tom Walsh and myself from ODOT, Jerry Drummond and Peter Cass and perhaps Paul Bay and Dick Feeny from Tri-Met, Doug Wright from the City of Portland and perhaps Ernie Munch, Rick Gustafson, Charlie Williamson, Mike Burton, Bill Ockert, and Denton Kent from MSD.

I am sure you would be welcome if you wish to attend this meeting; otherwise, we will proceed.

RNB:ke

RECEIVED
DOT DIRECTOR
AUG 16 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
F. B. KLABOE

9708

~~Portland~~
I-E

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 26, 1978

FILE:

FROM: EDWARD L. HARDT
Region Engineer

TO: DUANE CHRISTENSEN
Final Design Engineer

SUBJECT: TITLE II FIXED OBJECT REMOVAL PROJECT
McLoughlin Blvd.

The field location for the subject project showed removal of a large tree at MP 6.33 on McLoughlin Blvd. Since that survey was completed, we have contracted for a traffic signal at that location and find that a large steel strain pole is to be located about 45 feet from the tree within a couple of feet of the curb. Attached you will find a sketch showing the tree and the strain pole. Due to the proximity of the pole to the curb and since it would be very costly to remove the tree, it seems prudent to protect the motorist from both tree and pole with metal guardrail. I would appreciate it if you would add that to the plans for the safety project.

Versteeg
✓ Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 30 1978
ENGINEERING SECTION

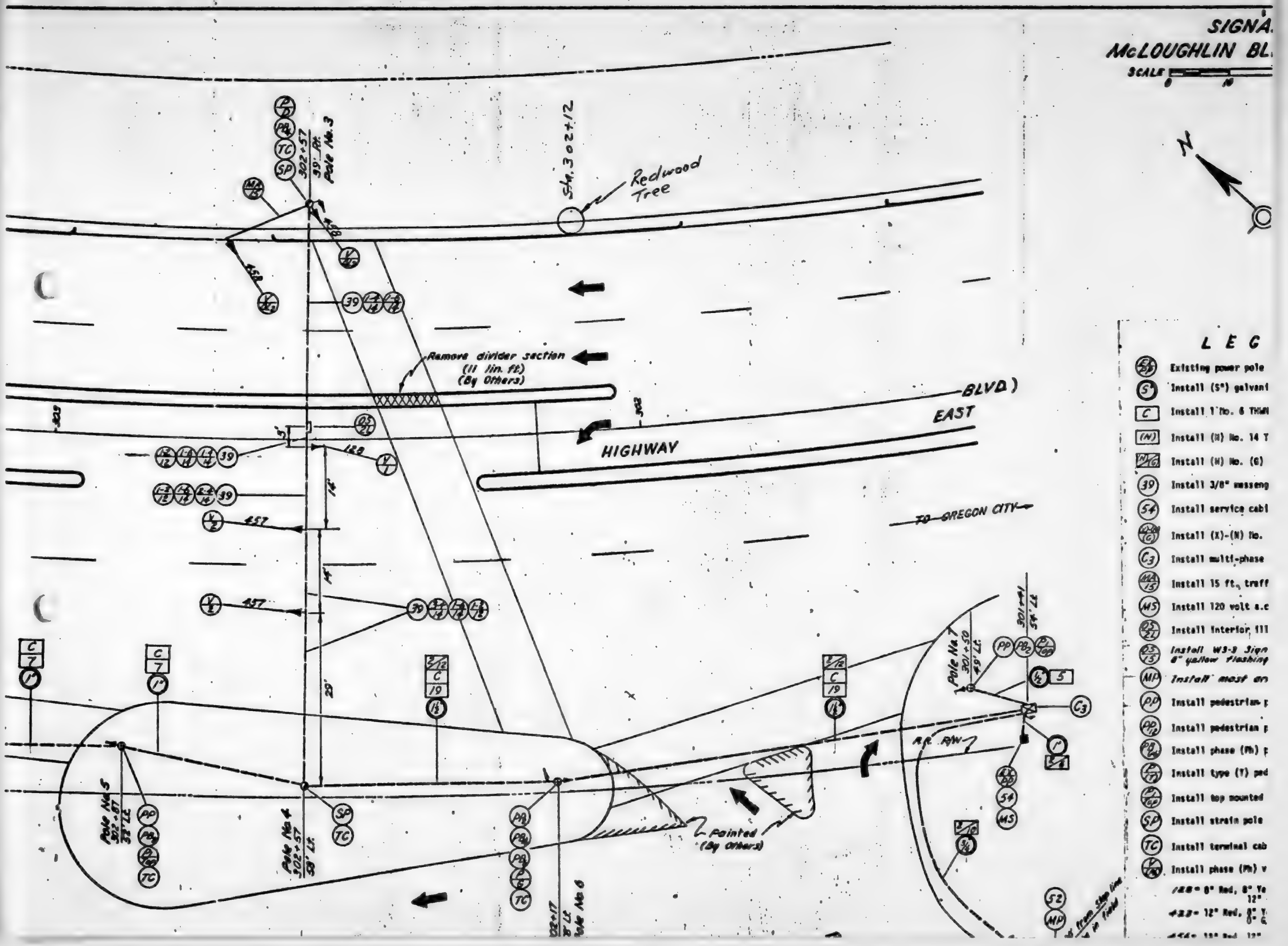
Trout
Do Not File ☐
Return To
Bring Up / /
Action

ELH/vwk/ggw

Attachment

cc: Maury Payne
Mort Fillmore

REFERRED TO
Beard
Stoudenmeyer
Cole
Sample
✓ Erikson ZE
Watson
Hager
Dorn
Leu
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER


SIGNA
McLOUGHLIN BL
SCALE 0 10
N
L E G
Existing power pole
Install (5") galvani
Install 1 No. 6 THW
Install (N) No. 14 T
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Install multi-phase
Install 15 ft. traff
Install 120 volt a.c
Install interior ill
Install W3-3 Sign 8" yellow flashing
Install mast arm
Install pedestrian p
Install pedestrian p
Install phase (Ph) p
Install type (T) ped
Install top mounted
Install strain pole
Install terminal cab
Install phase (Ph) v
128 = 8" Red, 8" Ye 12"
423 = 12" Red, 8" Y 8" G
Sta. 302+12
Redwood Tree
Pole No. 3
302+57
39' Rt.
SP
TC
PB
P
MA 15
458
39
Remove divider section (11 lin. ft.) (By Others)
BLVD)
EAST
HIGHWAY
TO OREGON CITY
302
303
5'
128
14'
14'
29'
457
457
39
C
7
1"
C
19
1½
Pole No. 5
302+87
35' Lt.
PP
TC
Pole No. 4
302+57
58' Lt.
SP
TC
302+17
8' Lt.
Pole No. 6
Painted (By Others)
R.R. R/W
Pole No. 7
301+50
49' Lt.
301+41
54' Lt.
PP
5
C3
54
MS
MP
from stop line in field

9708..

5

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

DENTON U. KENT
EXECUTIVE DIRECTOR

REGULAR MEMBERS
CLACKAMAS COUNTY
  Barlow
  Canby
  Estacada
  Gladstone
  Happy Valley
  Johnson City
  Lake Oswego
  Milwaukie
  Molalla
  Oregon City
  Rivergrove
  Sandy
  West Linn
  Wilsonville
MULTNOMAH COUNTY
  Fairview
  Gresham
  Maywood Park
  Portland
  Troutdale
  Wood Village
WASHINGTON COUNTY
  Banks
  Beaverton
  Cornelius
  Durham
  Forest Grove
  Gaston
  Hillsboro
  King City
  North Plains
  Sherwood
  Tigard
  Tualatin
ASSOCIATE MEMBERS
CLARK COUNTY
  Vancouver
  Camas
Columbia City
Scappoose
St. Helens
The Port of Portland
Tri-Met
The State of Oregon

March 30, 1978

Mr. Robert Burco, Administrator
Oregon Dept of Transportation
Transportation Building
Salem, Oregon 97310

Dear Bob:

At their March, 1978, meeting, the CRAG Board passed a resolution (BD780303) requesting ODOT to provide Federal Aid Primary (FAP) funds in the amount of $129,000 for preliminary engineering activities on a TSM project for McLoughlin Blvd. The resolution also requested that ODOT and Tri-Met consider sharing the local match requirements for PE in the amount of $10,500 each.

The possibility of instituting TSM-type improvements on McLoughlin prior to the development of longer range capital improvements has been the subject of study by an ad hoc working group formed in July, 1977. Consensus of the ad hoc group was that many of the most severe problems in the corridor lend themselves to TSM solutions.

The working group identified eight potential TSM opportunities in the corridor. The opportunities are limited to those which either maximize the existing transportation infrastructure through capacity optimization techniques or those which emphasize demand management opportunities. These opportunities are described in Staff Report #14 enclosed.

To underscore the need for immediate action for this congested corridor, CRAG staff, working with ODOT, Tri-Met and interested local jurisdictions, is undertaking a systems analysis. The analysis will evaluate the eight TSM opportunities within a systems context in order to define the most effective TSM strategy. In addition, the objectives to be achieved by the project are to be further detailed.

Review - TAA

4-13

7

If needed, we would be most happy to further review this request and its background. Thank you for your help to date in working to find a solution to this important problem.

Sincerely,

Denton U. Kent
Executive Director

kt
enclosures
cc: Bob Bothman

RECEIVED
DOT OPERATIONS
APR 11 '78
REFER TO
FOR
Info Invest R/D C/R Sign File

RECEIVED
1978
OFFICE
DIRECTOR of TRANSPORTATION

CRAG RESOLUTION

BD 780303

FOR THE PURPOSE OF REQUESTING THE STATE OF OREGON (ODOT) AND TRI-MET PROVIDE FUNDS FOR PRELIMINARY ENGINEERING ACTIVITIES ON THE MCLOUGHLIN BOULEVARD TSM PROJECT

WHEREAS, The Transportation Technical Advisory Committee (TTAC) at their July, 1977 meeting formed an ad hoc working group to study short term TSM type projects in the McLoughlin Corridor, and

WHEREAS, The ad hoc working group has met four times and identified a number of existing problems and TSM opportunities in the Corridor, which are documented in CRAG Staff Report #14 (revised), and

WHEREAS, The ad hoc working group has concluded that preliminary engineering for such a TSM project would cost $150,000, and

WHEREAS, The ad hoc working group has recommended to TTAC that preliminary engineering activities be undertaken on a TSM project on McLoughlin Boulevard, and

WHEREAS, A FAP project may be recommended by CRAG but must be initiated by the State of Oregon,

NOW THEREFORE BE IT RESOLVED, That the Board of Directors requests the Oregon Department of Transportation to consider providing Federal Aid Primary funds in the amount of $129,000 ($150,000 total) for the purpose of accomplishing these preliminary engineering activities on the McLoughlin TSM project as described in CRAG Staff report #14 (Revised); and

BE IT FURTHER RESOLVED, That ODOT and Tri-Met be requested to consider sharing the local match requirements of preliminary engineering in the amount of $10,500 each;

BE IT FURTHER RESOLVED That Clackamas County and the City of Portland should formally indicate their support for the TSM project prior to the initiation of preliminary engineering;

BE IT FURTHER RESOLVED That the CRAG Board authorizes and instructs its Executive Director to take the necessary action to carry out the purpose of this resolution,

ADOPTED by the CRAG Board of Directors this 23rd day of March, 1978.

By Denton U. Kent

Denton U. Kent, Executive Director

STAFF REPORT

number: 14 (REVISED)

EXISTING CHARACTERISTICS OF MCLOUGHLIN BOULEVARD

SUBMITTED TO: CRAG Board of Directors
BY: GARY SPANOVICH, AUTHOR
C. WILLIAM OCKERT, TRANSPORTATION DIRECTOR

TRANSPORTATION DIVISION
COLUMBIA REGION ASSOCIATION
OF GOVERNMENTS

MARCH 10, 1978

A. INTRODUCTION

The Transportation Technical Advisory Committee has established an interagency technical working group to review current travel problems encountered on McLoughlin Boulevard and to propose Transportation Systems Management (TSM) type actions which could begin to correct these problems. This approach, while recognizing that a major capital intensive transitway project is probably necessary to meet the transportation needs of the McLoughlin Corridor in the future, would attempt to develop lower cost actions which could be instituted some time prior to the construction of a capital intensive transportation project.

The purpose of this staff report is to document the problems, TSM opportunities and termini of the study corridor.

B. CORRIDOR DESCRIPTION

McLoughlin Boulevard is the major and, in several areas, the sole, north-south arterial highway serving the radial corridor east of the Willamette River. The Corridor serves numerous travel movements between various communities including Oregon City, Gladstone, Oak Lodge, Milwaukie and the City of Portland.

The Interim Transportation Plan of the CRAG region designates McLoughlin Boulevard as a Principal Arterial Highway. Portland's Arterial Streets Plan designates McLoughlin from King Road to Hawthorne to I-5 as a through truck route; from Portland Traction R.R. to Grand-Union, a major city transit street; and from Roswell to Division, a regional transitway and a major city transit street.

McLoughlin Boulevard is characterized by high traffic volumes, low auto occupancy and low transit ridership. There is a major peak hour concentration with congestion resulting. There are many through trip and local access conflicts due to linear commercial development, side street traffic, neighborhood access and truck access to industrial areas.

C. STUDY TERMINI

It is recommended that the study termini extend between the Hawthorne Bridge in the City of Portland to River Road in Clackamas County. The project would need to recognize the effects of potential projects and transit service change in the McLoughlin Corridor outside of this area.

D. PROBLEMS

Problems along McLoughlin Boulevard consist of severe peak hour traffic congestion, low automobile occupancy, conflicting roadway use (local access versus through movement), and substandard facility design (narrow lanes, poor signal controls).

1. Traffic Volumes

Average daily traffic volumes in 1975 along McLoughlin Boulevard are as follows:

Ross Island Bridge to SE 17th Ave.	39,000 to 53,000
SE 17th Ave. to Tacoma	39,000
Tacoma to Clackamas Expwy.	31,000 to 38,000
Clackamas Expwy. to I-205 (Oregon City)	24,000 to 32,000

Peak traffic is very highly directionally split. For the section between the Ross Island Bridge and Harold Street, 70 percent of the morning peak traffic is in the northbound direction, while in the afternoon peak hour, 65 percent of the traffic is in the southbound direction.

2. Travel Speeds

The CRAG Speed and Delay Survey carried out this past summer obtained information on off-peak and afternoon peak hour speeds presently occurring along McLoughlin Boulevard. As shown in Figure 2, vehicle speeds along the arterial vary considerably depending on direction of flow and time of day. The lowest average peak hour speeds along McLoughlin are experienced between 17th and Jefferson (average peak hour southbound is 16 mph).

For the four major sections of McLoughlin, the following average speeds were found:

	Northbound		Southbound	
	Off-Peak	P.M. Peak	Off-Peak	P.M. Peak
Ross Is. Bridge to Tacoma	34	36	36	18
Tacoma to Clackamas Expwy.	38	28	31	25
Clackamas Expwy. to Jefferson St.	30	29	20	17
Jefferson St. to I-205	32	32	31	32

3. Accident Experience

Accident statistics along 99E are as follows:

Section	1975 #	Accidents Per Million Vehicle Miles 1975	1974	1973	State-Wide Rate
Ross Is. Bridge to Reedway	80	2.79	3.50	2.55	6.27
Reedway to SCL/Clackamas Co.	67	3.36	3.06	2.89	6.27
Portland SCL to Clackamas Hwy. 171	43	3.90	2.78	2.73	6.27
Hwy. 171 to Milwaukie	4	1.69	1.69	2.52	6.27
Milwaukie NCL to Jefferson	29	11.19	7.40	10.40	6.27
Jefferson to SCL	29	4.75	3.65	4.26	6.27
Milwaukie to Courtney	40	3.46	3.27	2.97	6.27*
Courtney to Jennings	115	5.01	4.74	4.56	6.27*
Jennings to Gladstone	24	3.31	2.81	3.77	6.27
City of Gladstone	31	5.23	6.54	6.24	6.27

*Suburban rate is 3.83

E. TSM OPPORTUNITIES

The TSM opportunities explored in the Corridor should be limited to those which either maximize the existing transportation infrastructure through capacity optimization techniques or those which emphasize demand management opportunities.

The projects considered should be low cost solutions which capitalize on the under utilized potential of McLoughlin Boulevard. All projects considered should attempt to maximize the efficiency of existing or planned transit service.

TSM opportunities in the McLoughlin Boulevard Corridor consist of:

1. Better signal progression through the initiation of a computer signal intertie for mixed traffic.
2. Channelization and signal interconnection for side streets leading into McLoughlin, especially in the Milwaukie area.

3. A High Occupancy Vehicle lane (HOV) during peak, and possible off-peak, hours.

4. A Bus Only lane during peak, and possibly off-peak, hours.

5. A series of Park and Ride lots which would facilitate utilization of an HOV or Bus Only lane and associated amenities and traffic engineering improvements.

6. Signal preemption of bus activation of traffic signals.

7. Transit amenity and safety improvements such as bus turnouts and shelters at revised transit points.

8. Examination of whether ride sharing opportunities such as carpooling and vanpooling offer any relief to the problems identified.

Beyond this, transit service improvements, including special express bus service; improved feeder service to express bus services, Park and Ride facilities and an HOV lane of some sort; and improved transit transfer capabilities; should be accounted for.

Before preliminary engineering is initiated, a CRAG staff analysis and report will be prepared indicating which of the above opportunities should be analyzed as alternatives in the preliminary engineering study.

F. McLOUGHLIN BOULEVARD STUDY GROUP

The Study Group has met four times and consensus was reached that a report outlining problems and opportunities in the Corridor be forwarded to TTAC and the CRAG Board.

The Study Group also concluded that the cost of preliminary engineering for such a project would cost $150,000.

The Study Group and TTAC in the past has considered 103(e)(4) monies for funding preliminary engineering for such a project. However, due the ODOT's policy of not matching 103(e)(4) monies on state facilities it was decided that this was not a proper funding source to pursue at this time.

The Study Group reached general agreement that McLoughlin Boulevard lends itself to TSM treatment and that an appropriate treatment should be defined.

CRAG staff is currently conducting a systems analysis of the service potentials of a reversible bus lane or high occupancy vehicle lane. The systems analysis will also be used to define specific TSM alternatives and refine project objectives prior to the actual initiating of preliminary engineering.

GS:dc:kk
S:308/1-4

9708

DIRECTOR'S FILE

c/ 12, 23, 77

NORTH CLACKAMAS COUNTY Chamber of Commerce
15010 S.E. McLOUGHLIN BLVD.—MILWAUKIE, OREGON 97222
telephone 654-7777

March 20, 1978

Copy [illegible]
dw

Mr. Robert Schumacher, Chairman
Clackamas County Board of Commissioners
Court House
Oregon City, OR 97045

Honorable William Hupp, Mayor
City of Milwaukie
10722 S.E. Main St.
Milwaukie, OR 97222

Honorable Robert McGinnis, Mayor
City of Gladstone
535 Portland Ave.
Gladstone, OR 97027

TO THE OFFICIALS ADDRESSED ABOVE:

May I refer to our letter of December 23, 1977 with regard to improvements on McLoughlin Boulevard.

Please be advised that the County of Clackamas has already taken affirmative action in this matter. Also, as the enclosed letter of March 9, 1978 from the Honorable Neil Goldschmidt, Mayor of Portland, indicates, he too has taken affirmative posture with regard to this important matter.

It seems to me desirable that similar action on behalf of the cities of Milwaukie and Gladstone would be helpful at this juncture.

Irwin S. Adams

Irwin S. Adams
Executive Vice President

cc: Messrs. Robert Burco, Director of Transportation
Robert Bothman, Administrator, Metro Sectio
Ed Hardt, Regional Engineer

RECEIVED
MAR 23 1978
OFFICE
DIRECTOR of TRANSPORTATION

Representing more than 700 Members in Oregon's "*Miraculous North Clackamas*"

DIRECTOR'S FILE
Hwy

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

March 15, 1978 Telephone 238-8226

IRWIN S. ADAMS
Executive Vice President
North Clackamas County
Chamber of Commerce
15010 Southeast McLoughlin Boulevard
Milwaukie, OR 97222

Robert Burco requested that I respond to your most recent correspondence concerning the persistantly aggrevating problems in developing an adequate transportation improvement project to deal with the traffic congestion on McLoughlin Boulevard.

There are efforts being made to forward a project using e.4. funds to ameliorate the problems confronted by travelers on McLoughlin Boulevard. The Oregon Department of Transportation staff supports this effort.

Hopefully, a consensus of support from the elected officials of jurisdictions through which this throughfare passes will be forthcoming, including local fiscal participation.

We will continue to exert our influence to develop a fiscal package to fund a project responsive to this problem. Continued support really helps.

ROBERT N. BOTHMAN
Administrator

ebg

cc: R. A. Burco
F. B. Klaboe
E. L. Hardt

RECEIVED
MAR 17 1978
OFFICE
DIRECTOR of TRANSPORTATION

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

[illegible]
3-17-78

March 9, 1978

Irwin S. Adams
Executive Vice President
North Clackamas County Chamber of Commerce
15010 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Dear Mr. Adams:

Thank you for your letter of February 17 regarding your concerns about transportation improvements on McLoughlin Boulevard.

I am sorry I did not respond to your letter of last December. At that time, City staff were involved in an effort to initiate project planning work on McLoughlin, and since I thought that we were close to a point where such activities would be initiated, I delayed a response pending formal action on the project. Unfortunately, those staff efforts encountered obstacles which temporarily delayed any action.

It is now my understanding, however, that formal action will likely be requested of the CRAG Board at its March meeting. If this occurs, then I assume that project planning could be initiated late this year (after approval of federal funds).

I have been aware of the various transportation problems on McLoughlin, and last year directed City staff to seek methods by which those problems might be addressed. The TSM report prepared by the CRAG staff was the product of those efforts. It is apparent that there are numerous opportunities for TSM-type improvements throughout the McLoughlin corridor and a willingness on the part of the several jurisdictions and agencies involved to address these opportunities.

I am looking forward to the initiation of project planning activities on McLoughlin, and will support such activities both at CRAG and within the City of Portland. If you have any questions concerning the City's involvement in the matter, please contact Doug Wright, Chief Transportation Planner, Portland Bureau of Planning. Thank you for your interest and concern.

Sincerely,

Neil Goldschmidt,
Mayor

NG:hm

RECEIVED
MAR 23 1978
OFFICE
DIRECTOR of TRANSPORTATION

DIRECTOR'S FILE I
Hwy
Cf
3/20/78

NORTH CLACKAMAS COUNTY Chamber of Commerce
15010 S. E. McLOUGHLIN BLVD.—MILWAUKIE, OREGON 97222
telephone 654-7777

February 17, 1978

copy to Klaboe [illegible] for act appropriate [illegible]

Mr. Robert A. Burco, Director
Department of Transportation
Room 135 Transportation Building
Salem, OR 97310

On December 23, 1977, Mr. Burco, I sent you a copy of a letter I had addressed to the governmental jurisdictions most adversely affected by the existing traffic congestion on McLoughlin Boulevard. These entities include Clackamas County, the City of Portland, City of Milwaukie and the City of Gladstone. Of course, even users of the remote reaches of this road also bear some brunt of the existing situation.

With regard to the E-4 funds, we could not conceive of a more justifiable use for them than to ameliorate this aggravating situation which is confronted by travelers on McLoughlin. The situation has developed to a point where, irrespective of the time of day, travel is not only frustrating but is without question hazardous.

We bespeak your continued efforts to correct this situation as soon as possible. Our Board of Directors strongly feels that McLoughlin must represent the most crying need in the State.

Irwin S. Adams

Irwin S. Adams
Executive Vice President

CC: Robert N. Bothman, Administrator, Metro Section
Ed Hardt, Regional Engineer

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FEB 21 1978
OFFICE
DIRECTOR of TRANSPORTATION

I

DIRECTOR'S FILE
Hwy

NORTH CLACKAMAS COUNTY **Chamber of Commerce**
15010 S.E. McLOUGHLIN BLVD.—MILWAUKIE, OREGON 97222
telephone 654-7777

December 23, 1977

copy- Sklaboe 12/30 jr

Mr. Robert Schumacher, Chairman
Clackamas County Board of Commissioners
Court House
Oregon City, Oregon 97045

Honorable Neil Goldschmidt, Mayor
City of Portland Commissioners
1220 S.W. 5th
Portland, Oregon 97204

Honorable William Hupp, Mayor
Members of the Council
City of Milwaukie
10722 S.E. Main St.
Milwaukie, Oregon 97222

Honorable Robert McGinnis, Mayor
Members of the Council
City of Gladstone
535 Portland Avenue
Gladstone, Oregon 97027

TO THE OFFICIALS ADDRESSED ABOVE:

Your attention is respectfully directed to the enclosed Staff Report, Number 14, from the Transportation Division, Columbia Region Association of Governments, titled "Existing Characteristics of McLoughlin Boulevard."

It is our understanding that some $56,000,000 has been designated for the "Oregon City Corridor." May we quote as follows the first paragraph of Staff Report Number 14, to put the matter in perspective:

> "The Transportation Technical Advisory Committee has established an interagency technical working group to review current travel problems encountered on McLoughlin Boulevard and to propose Transportation System Management (TSM) type actions which could begin to correct these problems. This approach, while recognizing that a major capital intensive transitway project is no doubt necessary to meet the transportation needs of the McLoughlin Corridor in the future, would attempt to develop lower cost actions which could be instituted some time prior to the construction of a capital intensive transportation project."

From the report, Section E, Accident Experience, there is this significant quotation: "The section through Gladstone and the section from Milwaukie's north city limits to Jefferson experience the highest accident rates."

The North Clackamas County Chamber of Commerce respectfully suggests that each of the governmental bodies most affected, should take formal action to address this urgent, common problem, and intercommunicate and coordinate respective efforts, to bring about a present solution to the benefit of all those governmental identities named. Also, we are indeed aware that all those communities further south and north served by 99E would likewise benefit from proposed local improvements.

Your response in these premises will be most appreciated.

Irwin S. Adams

Irwin S. Adams
Executive Vice President

CC: Messrs. Robert Burco, Director of Transportation
Robert Bothman, Administrator, Metro Section
Ed Hardt, Regional Engineer

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DEC 30 1977
OFFICE
DIRECTOR of TRANSPORTATION

9701 5

STATE OF OREG

INTERO CE MEMO

RECEIVED DOT OPERATIONS JAN 13 '78 REFER TO FOR File Act Sign J/R R/O Inves Info

TO: MEMO TO THE FILE

DATE: January 12, 1978

FROM: Ted A. Spence
Policy & Planning Coordinator

SUBJECT: McLoughlin Task Force Meeting - General Topic of Matching e.4. Projects in the CRAG Region

The McLoughlin Task Force met on January 10 to discuss the status of the McLoughlin TSM Project. Basic issues addressed to the State concerned our ability to take on the preliminary engineering with the TSM project if it were approved for transfer funding and the position of the State in matching such an e.4. project. I indicated that the Metropolitan office would be in a position to undertake the PE on the TSM project on the McLoughlin Corridor in July or August. Even if the project were initiated by CRAG now, the programming of e.4. funds would probably be four or five months away and result in federal funding being available just about the time that ODOT staff would be in line to take on the project.

Clackamas County and the City of Portland discussed a joint request to the State to formally initiate the project. Project objectives were defined and the termini of a project pretty well outlined. Essentially the objectives would be to increase the efficiency of both auto and transit movements in the corridor with minimal right-of-way takings. The CRAG staff is writing a report on this effort.

The principle issue concerned the State's participation in match. I reviewed the commission policy as outlined in the Six Year Program and in Mr. Burco's letter to the Mayor of Salem stating that at least until May of this year following the election on the tax measures the State was not matching transfer projects with the exception of the Banfield. Clackamas County and City of Portland representatives to the committee questioned this policy in terms of good projects improving the state highways. The "pitch" was that they expected that enough local interest to participate by using regionally controlled federal funds and participation in local match would be an incentive for the State to do likewise on its facility. I indicated that the policy is based on the ability of the State to meet its priorities and to match existing federal highway funds. I pointed out that the e.4. funds were in addition to this. Rebuttal to this is that the State wishes to have its cake and eat it too. On one hand, the e.4. funds are stated to be part of the State allocation to the region in terms of State support in the Six Year Program and on the other hand we will not match these funds. I pointed out that Mr. Burco's letter to Mr. Aldridge left open the door for review of the policy after the May elections if the funding measures were passed. They could make their pitch for this review. One representative from Clackamas County questioned why the State would want anybody to match on State highway projects other than the State. I indicated that if they thought that the project was important enough to ask us to initiate it, then perhaps they should be thinking in terms of the match.

It appears that this issue is going to be raised at the Board and at TTAC. Coincidentally, the recommendations on the ten TSM project to be funded by transfer funds is being concluded and local jurisdictions are going to be requesting early approval by the CRAG Board of Directors of various TSM projects. As might be expected, the larger TSM projects having the most regional significance are on the State highway system. Following previous CRAG Board actions, a commitment of local match on transfer projects is required for approval. This has brought to a head pressures concerning matching dollars for transfer projects on Sandy Boulevard, TV Highway, Beaverton-Hillsdale Highway etc. I understand that this issue is going to come up at TTAC on the 13th.

I understand that some individuals from the region discussed this with Mr. Burco in Salem at an ITE meeting.

TAS/laj

cc: F.B. Klaboe
    L.W. Rulien
    E.L. Hardt

9701,

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STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

DIRECTOR'S FILE

TO: ROBERT A. BURCO
Director

DATE: October 13, 1977

FROM: ROBERT N. BOTHMAN Bob
Administrator

SUBJECT: N. Clackamas Chamber of Commerce

To assist you with your presentation to the North Clackamas County Chamber of Commerce on October 19, I have attached a write up from my presentation of about a year ago to the same group. This may give you some lead.

I have also included a recently completed report identifying low-cost improvements to McLoughlin Boulevard. I imagine this will be the major topic of discussion if you get into individual projects in this area. They are very interested in the development of McLoughlin Boulevard. By way of reference, any development on McLoughlin has been removed from previous Six Year Programs due to the indefinite status of the Oregon City transit corridor. Those two, the corridor and McLoughlin, are definitely tied together.

[illegible] made

Concerning the Oregon City transit corridor, that effort is now underway at CRAG with a decision pending early in the spring, with eventual development of a project towards either Oregon City or Beaverton by August 1978. The transitway emphasis now is on the Banfield corridor.

I have also included a short report on the Oregon City Bypass and a short report on Highway 212 improvements, both of which will be of interest to the North Clackamas Chamber of Commerce.

I might point out they supported the eight-lane I-205 Freeway in the initial stages, but in the final decision supported ODOT in their selection of a design. This is considered an important link to the North Clackamas area. That project is underway, on schedule, and completion is set for 1982. All projects are underway according to schedule and are progressing satisfactorily. We see no problems and feel we have a good solution for the I-205 corridor.

I would be happy to discuss further any other briefing prior to your presentation.

ebg

attachments

RECEIVED
OCT 17 1977
OFFICE
DIRECTOR of TRANSPORTATION

81-125-1367

Oregon City Bypass

Funding approval for the Oregon City Bypass project was received this month from the Federal Highway Administration enabling the Oregon Department of Transportation to proceed with the initial phases of project development. In anticipation of funding approval, ODOT in early September requested the assistance of the city council of Oregon City and the Multnomah County board of commissioners in selecting candidates for the project citizen and technical advisory committees. These advisory committees will perform an important role in identifying a preferred corridor for the bypass, along with project objectives and design alternatives.

Preliminary engineering activities and development of the draft EIS will be pursued by the department, in anticipation of a corridor/design hearing late in 1978.

Allowing about eighteen months for the right-of-way acquisition phase, we are projecting construction of the bypass to begin in the spring of 1981.

Construction will require two seasons for completion, therefore, a target date for opening will be in late fall of 1982.

ODOT
RNB/ebg
10/13/77

Highway 212 Improvements

Funding approval for the Highway 212 project was received this month from FHWA, enabling ODOT to proceed with the initial phases of project development. The only funding immediately approved for the project is for preliminary engineering. The monies for construction have been included in Program A of the Six Year Program (not in Program B), therefore, definitely contingent upon receipt of sufficient revenue to fund this project. It is included in the Preliminary Six Year Highway Improvement Program for 1981.

Substantial preliminary engineering field work has been accomplished already and the next step will be to evaluate this effort, primarily with the idea of coming up with a less-costly solution for providing four lanes from I-205 easterly towards Rock Creek.

The appropriate citizen and technical advisory committees will be established this month to assist the department in evaluating the previous work and establishing objectives for the design of the project. The current schedule calls for preparation of the draft EIS over the next fifteen-month period, with a hearing anticipated in the spring of 1978. This would provide sufficient time to accomplish the right-of-way acquisition in anticipation of construction late in 1980 or early 1981.

ODOT
10/13/77
RNB/ebg

OREGON DEPARTMENT OF TRANSPORTATION
Metro Section
Transportation Analysis Unit

Low Cost Improvements
McLoughlin Blvd.

MA PDM PDE TSE SPC
ODOT - METRO
OCT 7 1977
AM PPS FILE T/A

Introduction

McLoughlin Blvd. in Portland is a major transportation facility linking the urban/suburban areas of Clackamas County with the City of Portland. It carries over 55,000 vehicles per day (vpd) on the six-lane section south of Ross Island Bridge. On the four-lane section between Reedway and the Clackamas Expressway, traffic volumes reach 40,000 vpd. Between the Clackamas Expressway and Gladstone traffic reduces to 25,000-30,000 vpd.

The high volumes of traffic on McLoughlin Blvd. result in congestion during peak periods. Congestion increases accident potential, noise and air pollution, traffic spillover onto neighborhood streets and energy consumption - all undesirable impacts. It is unlikely that any major improvements in the corridor can be implemented within the next ten years. Thus, in this corridor, TSM and low cost improvement projects should be pursued.

This report suggests various improvements that should be studied. Acceptable low cost solutions to existing transportation problems should be implemented expeditiously.

Low Cost Improvements

Based on existing traffic volumes, street characteristics and land use, McLoughlin Blvd. can be divided into four sections for analysis:

1. Ross Island Bridge-Harold Street: Six lanes, 55,000 vpd.
2. Harold Street-Clackamas Expressway: Four lanes, 40,000 vpd.
3. Clackamas Expressway-River Road: Four lanes, 35,000 vpd.
4. River Road-Clackamas River: Five lanes, 30,000 vpd.

1. Ross Island Bridge-Harold Street

This section is presently six lanes. During the AM peak hour about 70 percent of the hourly traffic travels northbound and 30 percent southbound. During the PM the directional distribution (DD) changes to about 35 percent northbound and 65 percent southbound. These DD's indicate that one lane of traffic in the off-peak direction is not fully utilized. As suggested in CRAG's TSM report two low cost options could improve traffic or person movement in the corridors:

1. Develop reversible lane for exclusive bus use.

2. Develop reversible lane for auto/bus use.

2. Harold Street-Clackamas Expressway

This four lane section includes the most congested intersection - Tacoma Street - McLoughlin Blvd. Over 2,000 vehicles per hour (vph) travel in the peak direction during both the AM and the PM. This results in an existing "E" to "F" level of service. The heavy traffic flow indicates a third lane for the peak travel flow is warranted. Based on the existing geometry of the section two alternative schemes are suggested.

1. Scheme 1 - "Five Lanes" (Figure 1)

   a. Develop fifth lane from Bybee Overcrossing to the Clackamas Expressway. Lanes may need to be 10' wide.

   b. During the peak periods use the fifth lane as a reversible lane for peak direction traffic and as a median turn lane during off-peak periods.

   c. Prohibit the left-turn (NB to WB) at Nehalem Street during AM and PM peak hours. Most of this traffic would divert to River Road.

   The fifth lane on McLoughlin Blvd. could be developed by:

   (1) Using existing parking lanes south of Bybee.

   (2) Using left-turn lane through Nehalem Street.

   (3) Widening Johnson Creek Bridge.

   (4) Using existing width under railroad overcrossing.

   (5) Using shoulder area or widening south of railroad overcrossing.

2. Scheme 2 - "Six Lanes"

To avoid the signing and other problems created by a reversible lane, a six lane scheme is suggested for study (See Figure 2). A permanent third lane could be created from the Bybee Structure south to the off-ramp to the Clackamas Expressway. For northbound traffic a third lane would be constructed from the railroad overcrossing north to the Bybee Structure.

In addition to the changes to McLoughlin Blvd., improvements to Tacoma Street and Johnson Creek Blvd. could be made to reduce their share of the green cycle time and increase the share for McLoughlin. These changes are shown in Figure 3.

3. Clackamas Expressway-River Road

This section passes through the City of Milwaukie. Signals are located at three intersections - River Road (north end), Jackson Street and Jefferson Street. Peak hour manual traffic counts should be obtained at these intersections to determine the traffic demand. If the traffic counts indicate and width is available, additional turn lanes should be developed on the side streets. This could reduce the side street's share of the green cycle and increase it for McLoughlin Blvd.

4. River Road-Clackamas River

This five lane section carries the lowest volume on the route. The fifth lane is used for left turns. At some intersections right turn lanes from McLoughlin have been striped. The curb-to-curb width on most of this section is wide enough to provide for six full lanes. In order to evaluate this section peak hour manual counts at each signalized intersection should be obtained. An analysis of these counts would indicate which of the following improvements would be beneficial:

1. Add right or left turn lane on side street approaches (See Figure 4).
2. Add third lane southbound for through traffic. (See Figure 5).
3. In conjunction with (2) utilize median lane for northbound travel during AM peak hours. It would revert back to a turn lane during remainder of day.

Summary

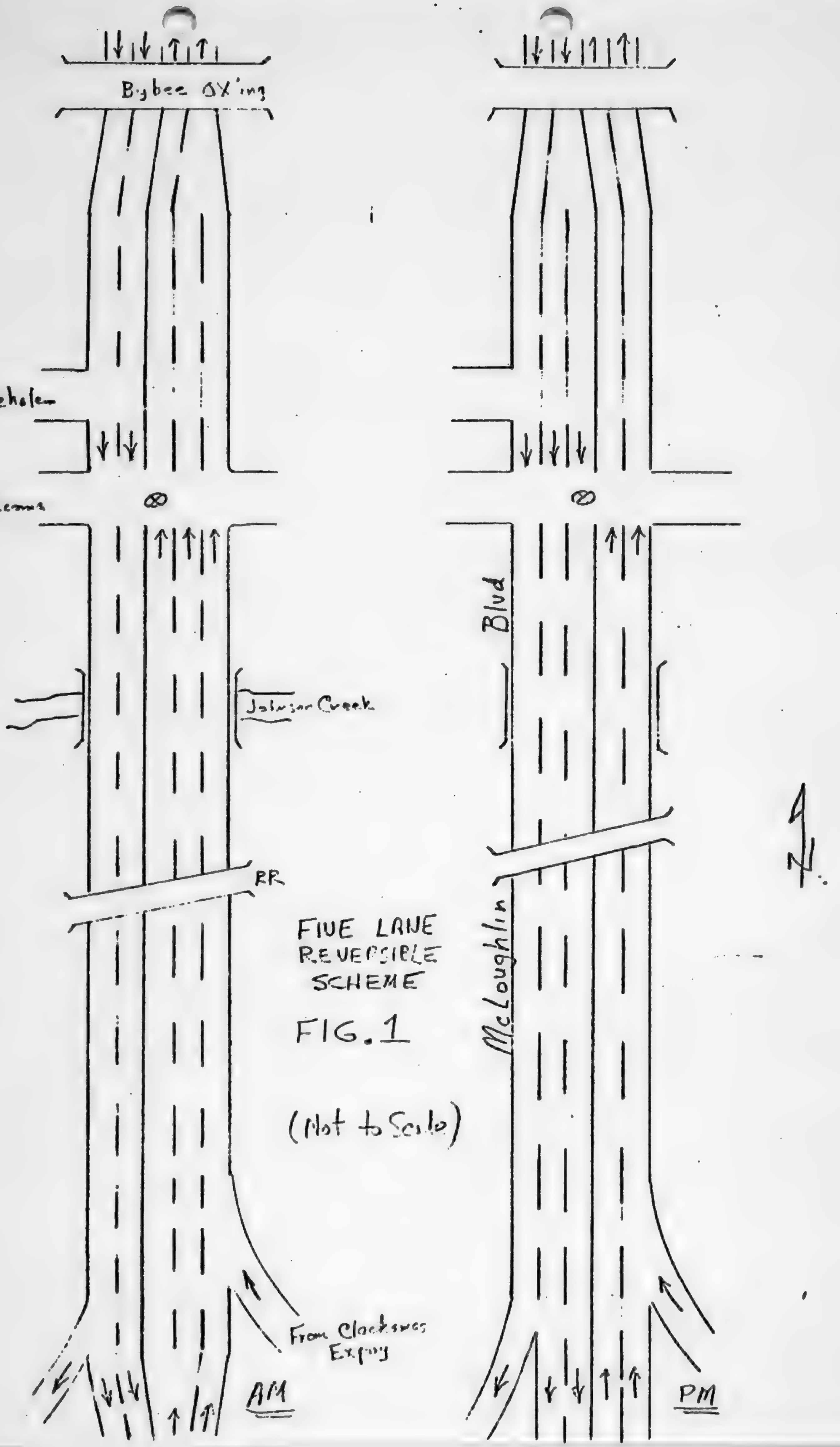
The following steps are recommended in order to evaluate low cost transportation improvements on McLoughlin Blvd.:

1. Obtain 14-hour or peak hour manual counts at all signalized intersections south of the Hawthorne Bridge (unless obtained within past two years).
2. Analyze counts to determine which improvements suggested above (or others) would be most beneficial.
3. Develop preliminary cost estimates for suggested improvements.

Without the benefit of recent manual counts, street and right-of-way widths and cost estimates the following improvements seem most feasible.

1. Reversible bus lane from Hawthorne Bridge to Harold Street.
2. Six lane scheme (Figure 2) from Bybee to Clackamas Expressway. The additional lanes would be used by mixed traffic. Improved traffic flow will benefit both autos and busses.
3. Add turn lanes to side streets (especially Tacoma Street) where feasible.
4. Add third southbound lane from River Road to Clackamas River for mixed use.

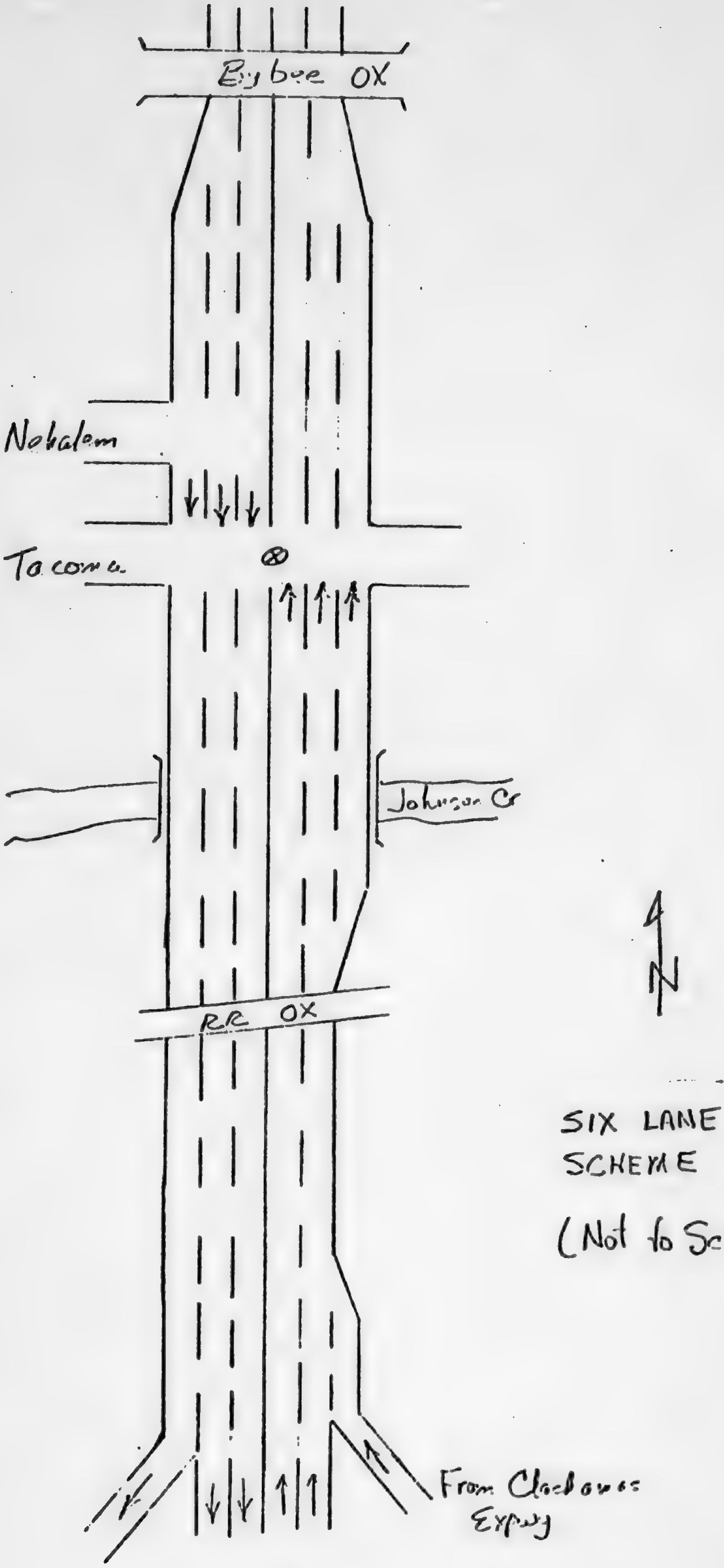
JS:az
October 4, 1977


Bybee OX'ing
Nehalem
Tacoma
Johnson Creek
RR
From Clackamas Expwy
AM
McLoughlin Blvd
PM
N

FIVE LANE REVERSIBLE SCHEME

FIG. 1

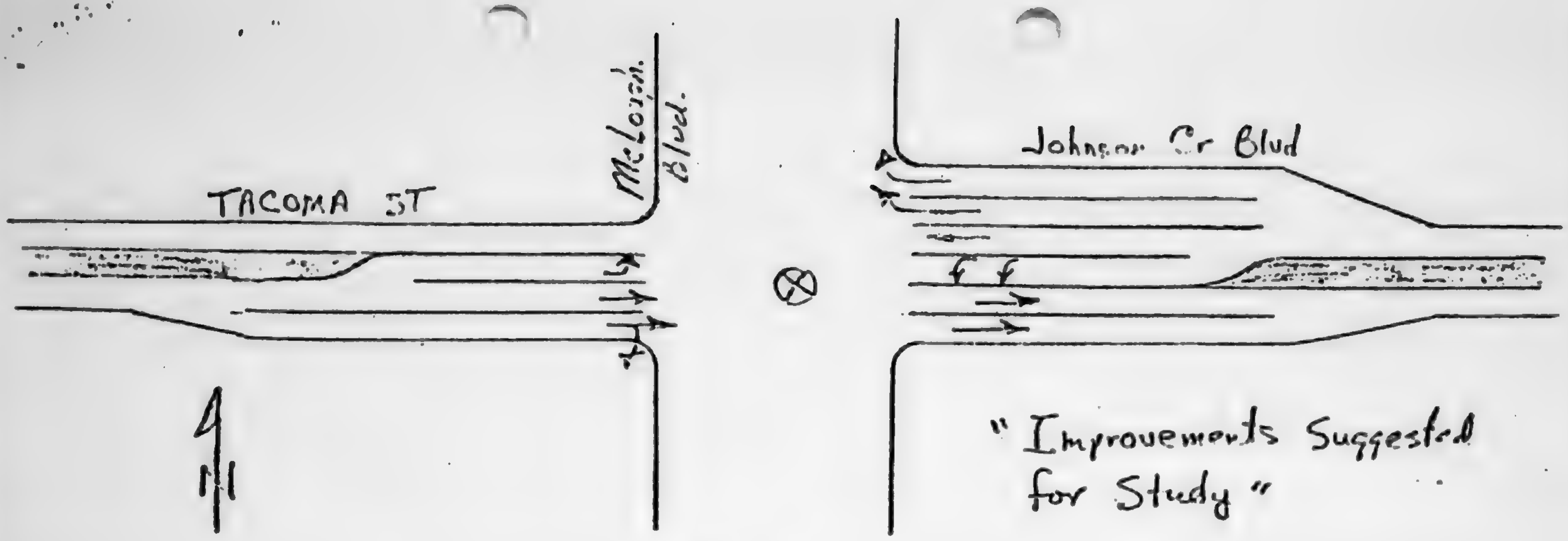
(Not to Scale)


Bybee OX
Nehalem
Tacoma
Johnson Cr
N
RR OX
From Clackamas Expwy

SIX LANE
SCHEME

(Not to Scale)

FIG. 2


TACOMA ST
McLough. Blvd.
Johnson Cr Blvd
N

" Improvements Suggested for Study "

FIG. 3

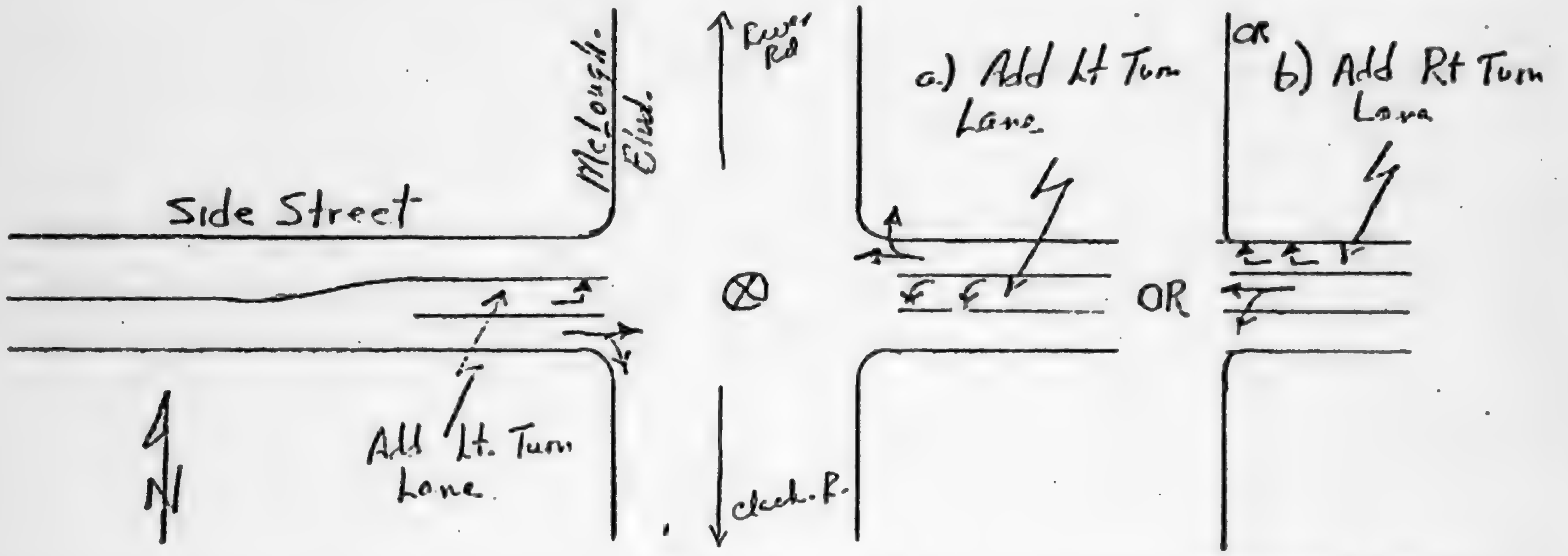
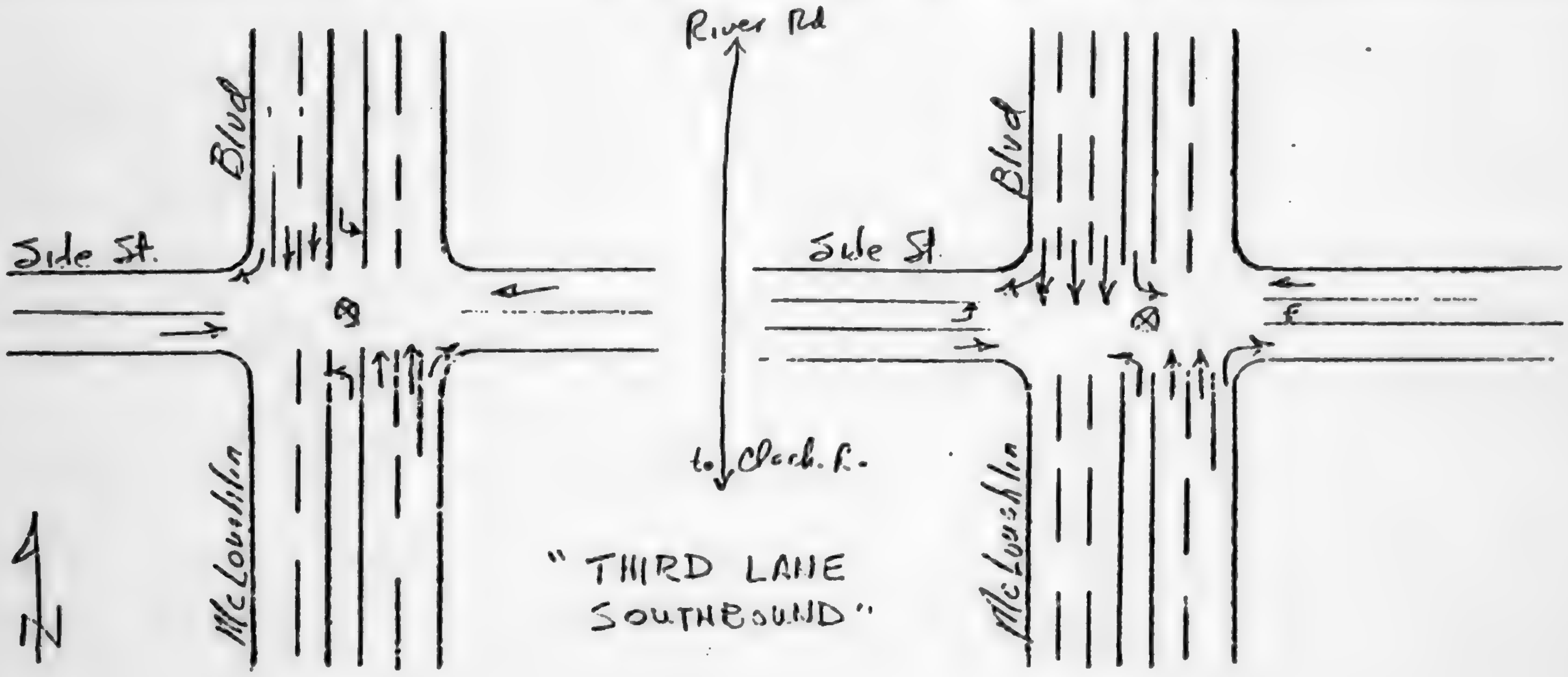

River Rd
McLough. Blvd.
Side Street
a) Add Lt Turn Lane
OR
b) Add Rt Turn Lane
OR
Add Lt. Turn Lane
Clack. R.
N

FIG. 4 "SIDE STREET IMPROVEMENTS"


River Rd
Blvd
Side St.
McLoughlin
to Clack. R.
Blvd
Side St.
McLoughlin
N

" THIRD LANE SOUTHBOUND "

Existing FIG 5 Proposed

Energy shortage concerns; maintenance answer

By SALLY SCHULTZ

CLACKAMAS Co. — Anticipation of trends is the key to success in most occupations.

Future energy shortages, land use planning and the maintenance needs of Clackamas County's highways were spotlighted by assistant highway engineer Robert Bothman recently.

"On the national level, we are hoping to respond to changing population patterns. Portland is already doing that with their transportation system," Bothman told North Clackamas Chamber of Commerce members.

"The government is looking to transportation's future economic growth which will, in effect, have an influence on the commercial activity of the nation.

"Brock Adams policies are following ex-Transportation Secretary William Colman's objectives" according to Bothman.

"Adams is looking to reduce the cost of transportation on a national level; subsidies for most private industry are coming under scrutiny by both government and citizens," said the engineer.

Congestion solution

Bothman believes that if low occupancy (1.2 people per car) of commuting vehicles in the arterials surrounding Portland could be boosted to 1.5, congestion problems in the tri-county area would be solved.

Consolidating riders seems to be the only reasonable solution to the bumper-to-bumper traffic.

"The days of expansion and building of new roads is nearly over. Today we at the highway department concentrate on the maintenance of what we already have. We want to maximize the existing facilities," explained Bothman.

Cooperate with state dollars

The state promises to cooperate at a local level with both technical assistance as well as state dollars.

"We do encourage private operation of public transportation, though," added Bothman.

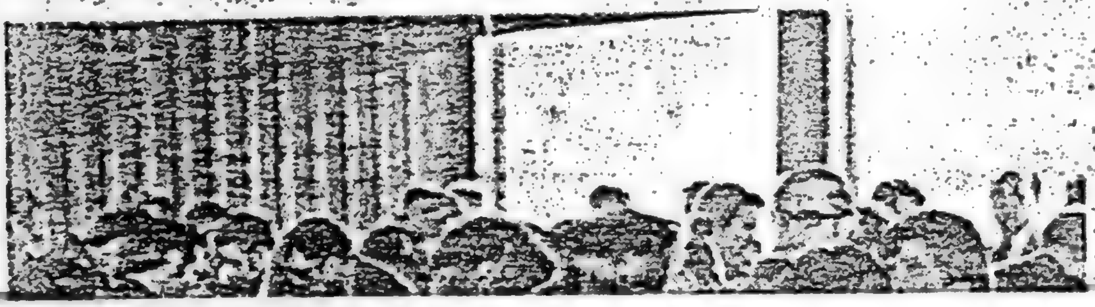
The former Milwaukie resident engineer believes that the energy shortage is very real. He claims that his department is prepareing to handle the problem the best that they can. "There is an energy shortage; we will run out of fuel if we don't plan for the shortage," he said.

Bothman observed his past experiences with the land use planning with a jaundiced eye: "we have first looked at land use planning for years and haven't seemed to gain an inch. In my own opinion, I believe that maybe planning of transportation should precede land use planning."

Gloomy forecast

State highway policy indicates that maintaining transportation systems through user's fees is the rational way to go.

Wrapping up the state of local highway construction, Bothman has



Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

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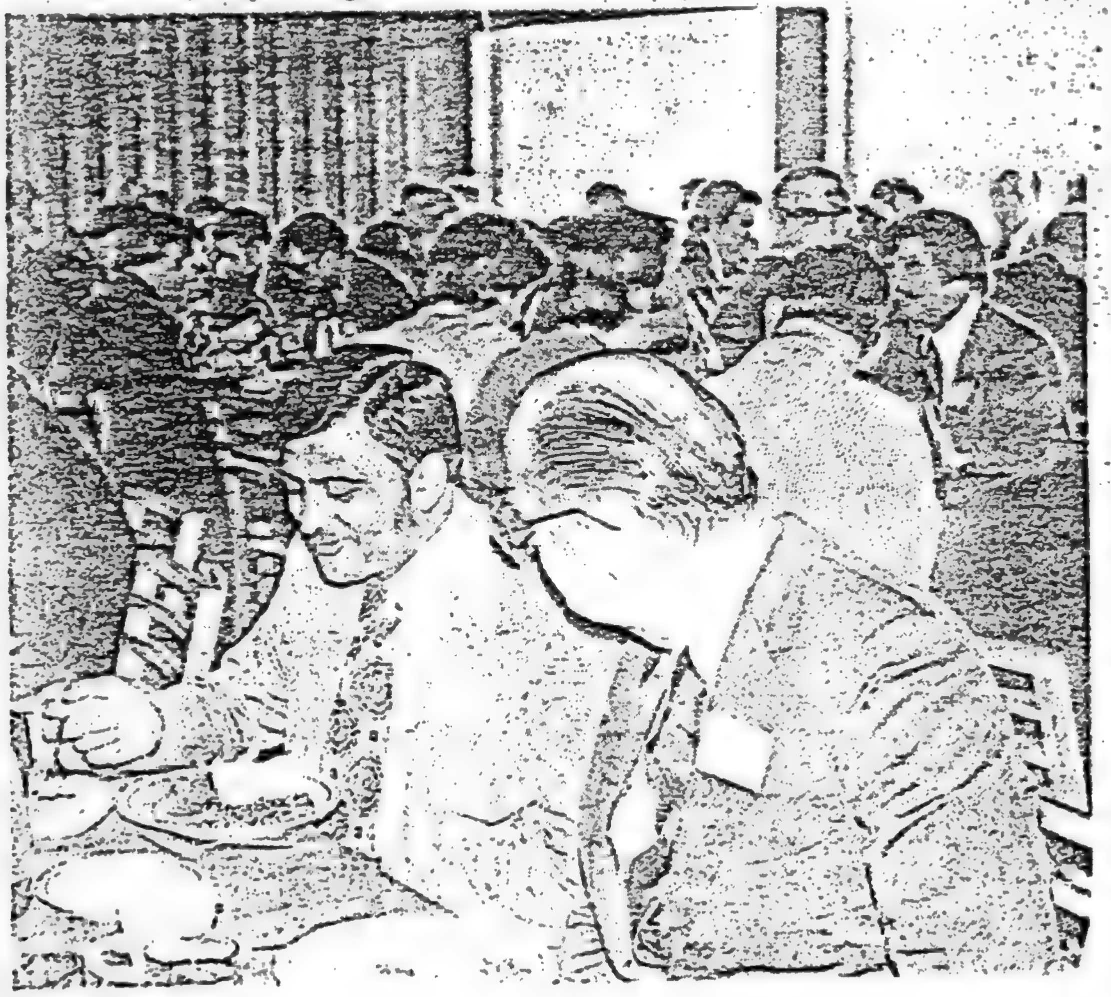
—I-205, 'A 175 million project that will take five years is well under way despite winter weather. Three of the five contracts are being honored at the present time."

—212 is not so fortunate. "The outlook is not good. I don't see that we will be able to get enough of the Mt. Hood Transfer money," projected Bothman.

—The Oregon City by-pass rates a little higher in the engineer's estimation: "I think that the by-pass has a little better chance of being built than 212."

Barriers and delays being what they are in government-instigated building, Irwin Adams, manager of the



New

Arvind Patel, left, Marshall Equipment, was recognized at

member. Fro Beiswenger, Northwest Natural Gas, and

maintenance answer

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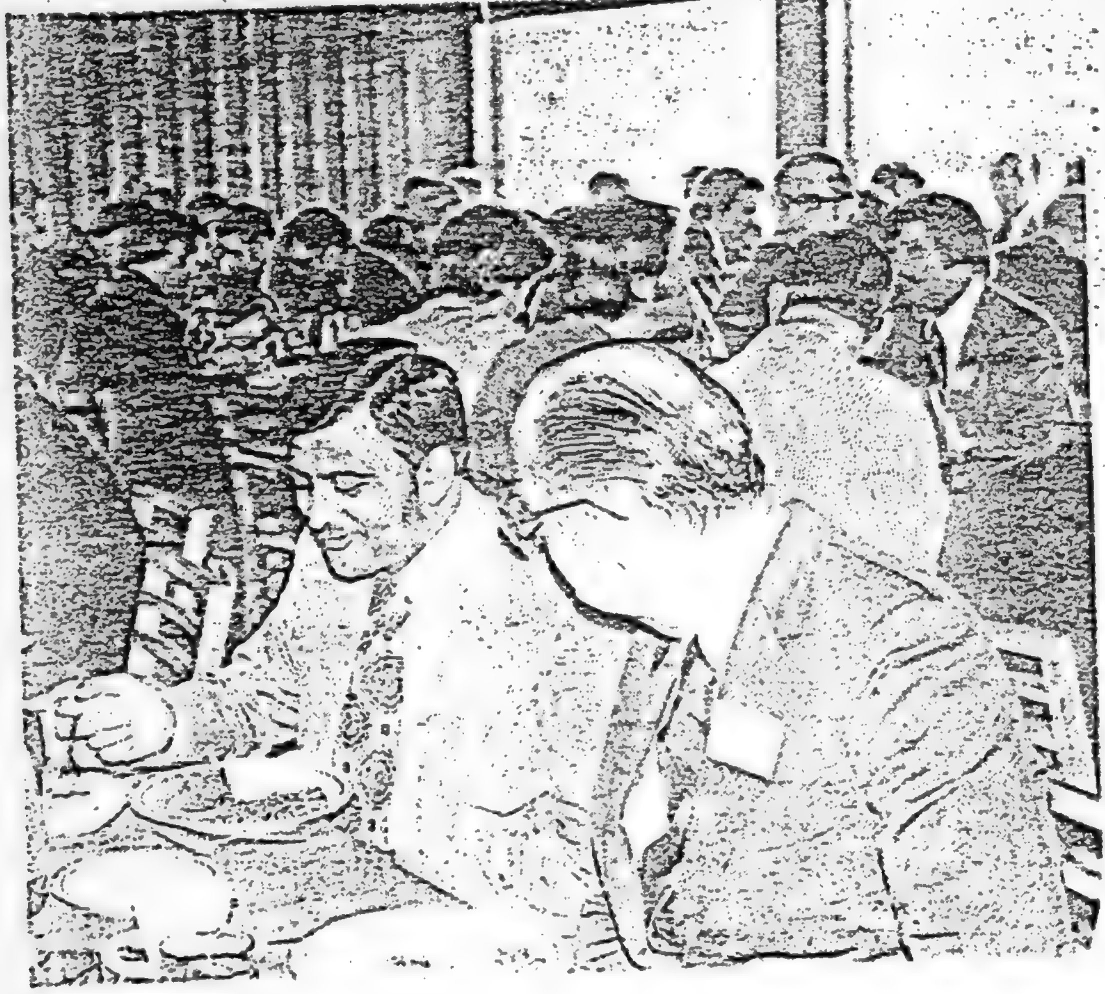
Barriers and delays being what they are in government-instigated building, Irwin Adams, manager of the Chamber, aptly introduced Bothman: "that man must have the patience of Job — especially with the construction of 205."



New

Arvind Patel, left, Marshall Equipment, was recognized at the North Clackamas Chamber luncheon as a new member. Fro Beiswenger, Northwest Natural Gas, and long-time member of the Chamber listens intently.

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

9708 11-6-7 Portland

OREGON DEPARTMENT OF TRANSPORTATION
Metro Section
Transportation Analysis Unit

Low Cost Improvements McLoughlin Blvd.

Introduction

McLoughlin Blvd. in Portland is a major transportation facility linking the urban/suburban areas of Clackamas County with the City of Portland. It carries over 55,000 vehicles per day (vpd) on the six-lane section south of Ross Island Bridge. On the four-lane section between Reedway and the Clackamas Expressway, traffic volumes reach 40,000 vpd. Between the Clackamas Expressway and Gladstone traffic reduces to 25,000-30,000 vpd.

The high volumes of traffic on McLoughlin Blvd. result in congestion during peak periods. Congestion increases accident potential, noise and air pollution, traffic spillover onto neighborhood streets and energy consumption - all undesirable impacts. It is unlikely that any major improvements in the corridor can be implemented within the next ten years. Thus, in this corridor, TSM and low cost improvement projects should be pursued.

This report suggests various improvements that should be studied. Acceptable low cost solutions to existing transportation problems should be implemented expeditiously.

Low Cost Improvements

Based on existing traffic volumes, street characteristics and land use, McLoughlin Blvd. can be divided into four sections for analysis:

1. Ross Island Bridge-Harold Street: Six lanes, 55,000 vpd.
2. Harold Street-Clackamas Expressway: Four lanes, 40,000 vpd.
3. Clackamas Expressway-River Road: Four lanes, 35,000 vpd.
4. River Road-Clackamas River: Five lanes, 30,000 vpd.

1. Ross Island Bridge-Harold Street

This section is presently six lanes. During the AM peak hour about 70 percent of the hourly traffic travels northbound and 30 percent southbound. During the PM the directional distribution (DD) changes to about 35 percent northbound and 65 percent southbound. These DD's indicate that one lane of traffic in the off-peak direction is not fully utilized. As suggested in CRAG's TSM report two low cost options could improve traffic or person movement in the corridors:

1. Develop reversible lane for exclusive bus use.

2. Develop reversible lane for auto/bus use.

2. Harold Street-Clackamas Expressway

This four lane section includes the most congested intersection - Tacoma Street - McLoughlin Blvd. Over 2,000 vehicles per hour (vph) travel in the peak direction during both the AM and the PM. This results in an existing "E" to "F" level of service. The heavy traffic flow indicates a third lane for the peak travel flow is warranted. Based on the existing geometry of the section two alternative schemes are suggested.

1. Scheme 1 - "Five Lanes" (Figure 1)

   a. Develop fifth lane from Bybee Overcrossing to the Clackamas Expressway. Lanes may need to be 10' wide.

   b. During the peak periods use the fifth lane as a reversible lane for peak direction traffic and as a median turn lane during off-peak periods.

   c. Prohibit the left-turn (NB to WB) at Nehalem Street during AM and PM peak hours. Most of this traffic would divert to River Road.

   The fifth lane on McLoughlin Blvd. could be developed by:

   (1) Using existing parking lanes south of Bybee.

   (2) Using left-turn lane through Nehalem Street.

   (3) Widening Johnson Creek Bridge.

   (4) Using existing width under railroad overcrossing.

   (5) Using shoulder area or widening south of railroad overcrossing.

2. Scheme 2 - "Six Lanes"

To avoid the signing and other problems created by a reversible lane, a six lane scheme is suggested for study (See Figure 2). A permanent third lane could be created from the Bybee Structure south to the off-ramp to the Clackamas Expressway. For northbound traffic a third lane would be constructed from the railroad overcrossing north to the Bybee Structure.

In addition to the changes to McLoughlin Blvd., improvements to Tacoma Street and Johnson Creek Blvd. could be made to reduce their share of the green cycle time and increase the share for McLoughlin. These changes are shown in Figure 3.

3. Clackamas Expressway-River Road

This section passes through the City of Milwaukie. Signals are located at three intersections - River Road (north end), Jackson Street and Jefferson Street. Peak hour manual traffic counts should be obtained at these intersections to determine the traffic demand. If the traffic counts indicate and width is available, additional turn lanes should be developed on the side streets. This could reduce the side street's share of the green cycle and increase it for McLoughlin Blvd.

4. River Road-Clackamas River

This five lane section carries the lowest volume on the route. The fifth lane is used for left turns. At some intersections right turn lanes from McLoughlin have been striped. The curb-to-curb width on most of this section is wide enough to provide for six full lanes. In order to evaluate this section peak hour manual counts at each signalized intersection should be obtained. An analysis of these counts would indicate which of the following improvements would be beneficial:

1. Add right or left turn lane on side street approaches (See Figure 4).
2. Add third lane southbound for through traffic. (See Figure 5).
3. In conjunction with (2) utilize median lane for northbound travel during AM peak hours. It would revert back to a turn lane during remainder of day.

Summary

The following steps are recommended in order to evaluate low cost transportation improvements on McLoughlin Blvd.:

1. Obtain 14-hour or peak hour manual counts at all signalized intersections south of the Hawthorne Bridge (unless obtained within past two years).

2. Analyze counts to determine which improvements suggested above (or others) would be most beneficial.

3. Develop preliminary cost estimates for suggested improvements.

Without the benefit of recent manual counts, street and right-of-way widths and cost estimates the following improvements seem most feasible.

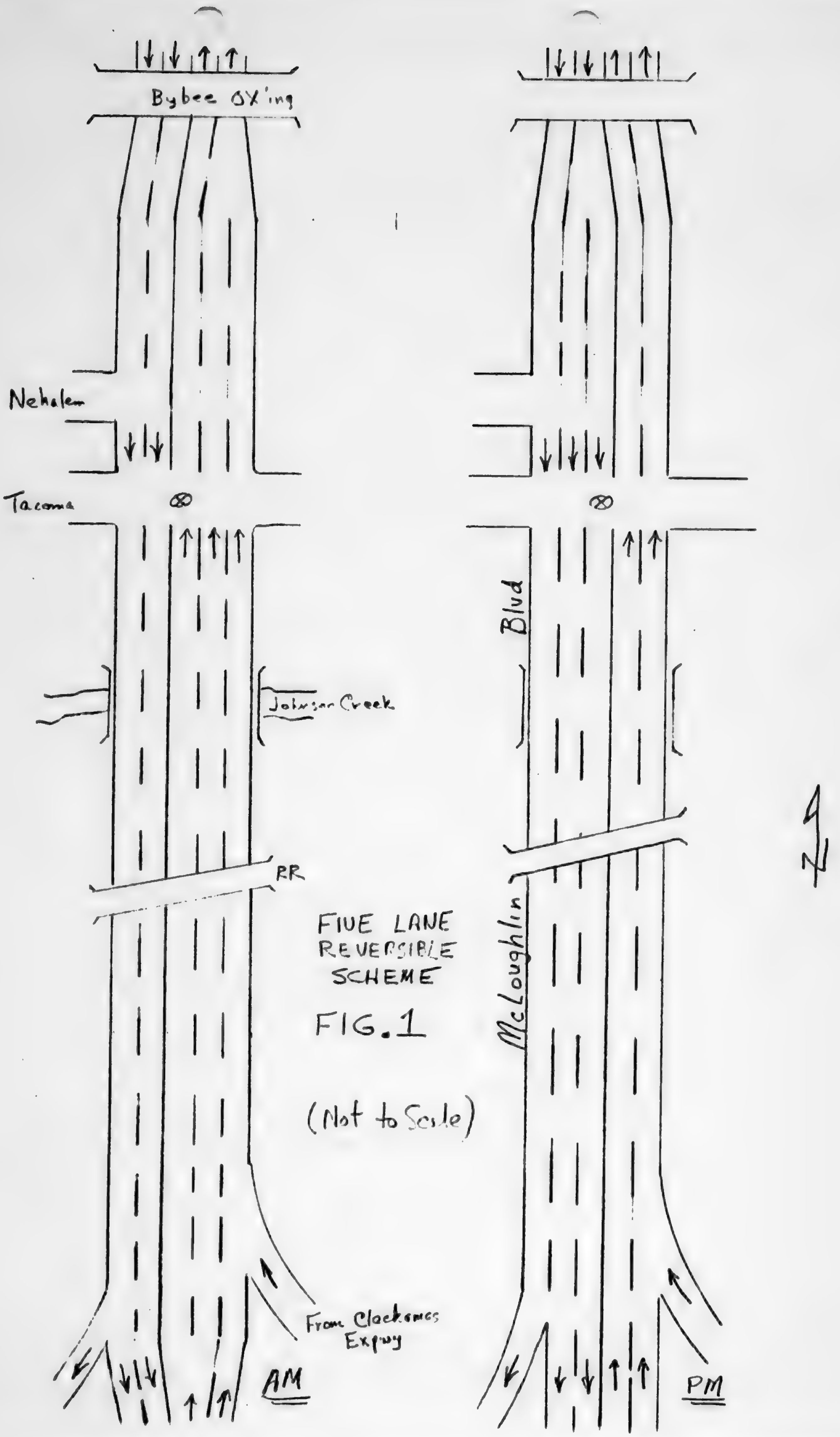
1. Reversible bus lane from Hawthorne Bridge to Harold Street.

2. Six lane scheme (Figure 2) from Bybee to Clackamas Expressway. The additional lanes would be used by mixed traffic. Improved traffic flow will benefit both autos and busses.

3. Add turn lanes to side streets (especially Tacoma Street) where feasible.

4. Add third southbound lane from River Road to Clackamas River for mixed use.

JS:az
October 4, 1977


Bybee OX'ing
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Tacoma
Johnson Creek
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McLoughlin Blvd
From Clackamas Expwy
AM
PM
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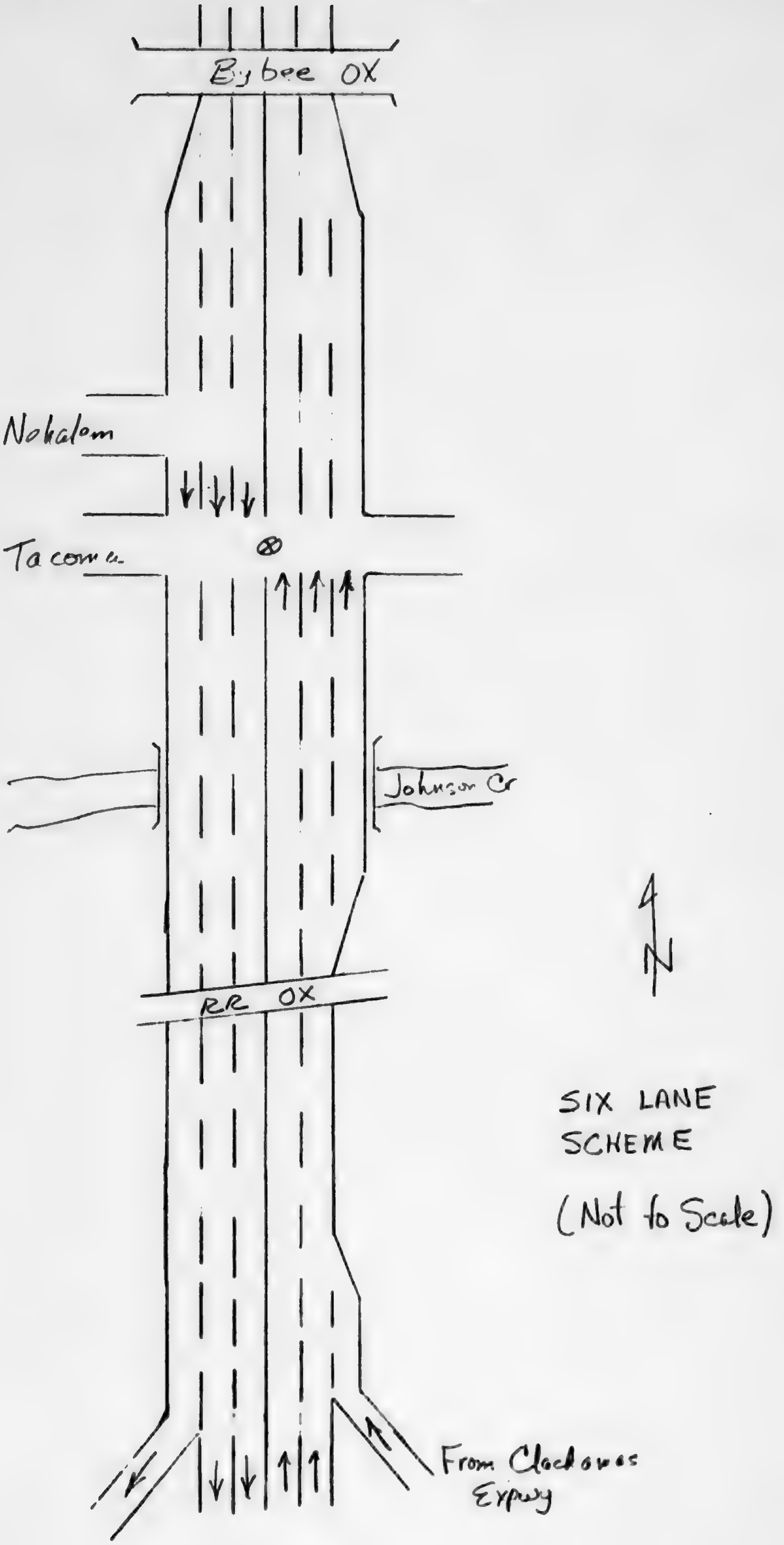
FIVE LANE REVERSIBLE SCHEME

FIG. 1

(Not to Scale)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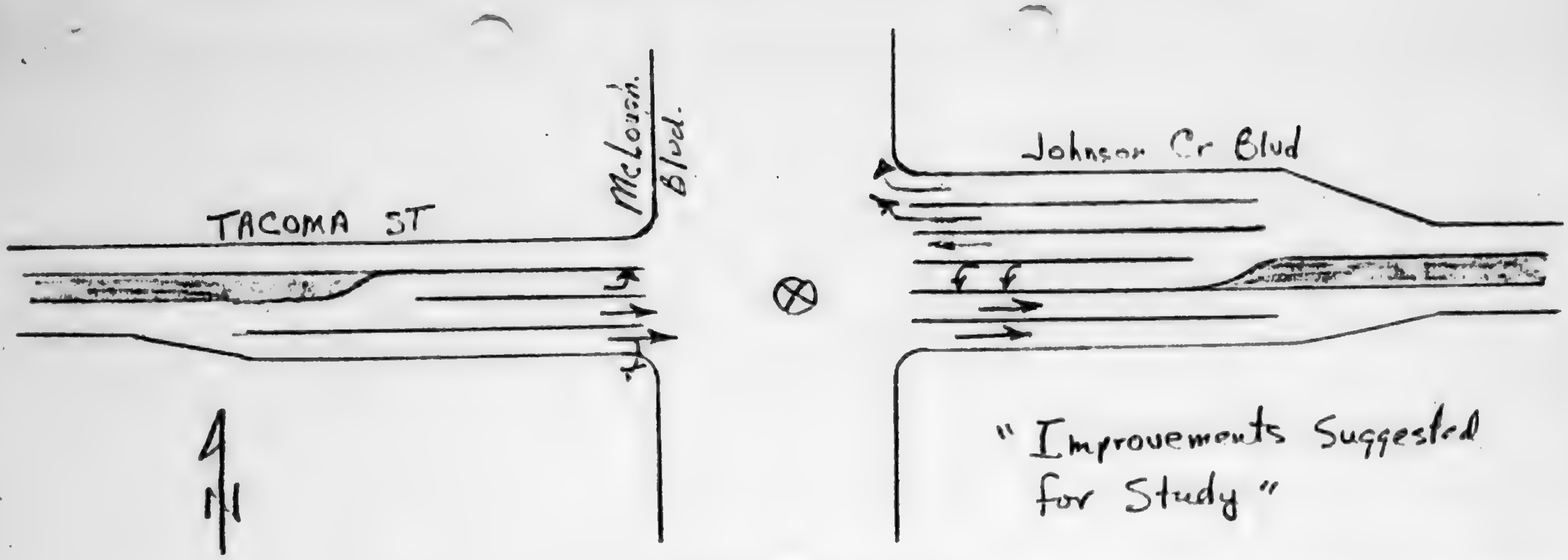
SIX LANE SCHEME
(Not to Scale)
From Clackamas Expwy

FIG. 2


McLough. Blvd.
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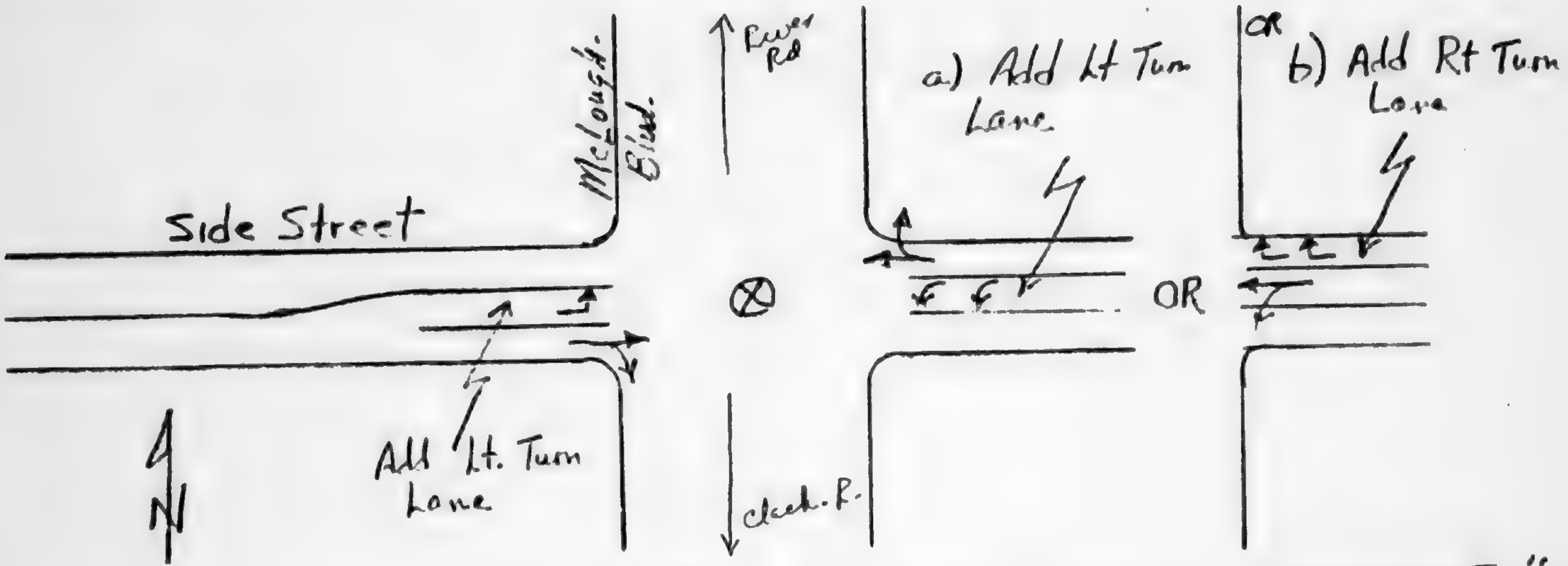
"Improvements Suggested for Study"

FIG. 3


McLough. Blvd.
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Add Lt. Turn Lane
clack. R.
a) Add Lt Turn Lane
OR
b) Add Rt Turn Lane
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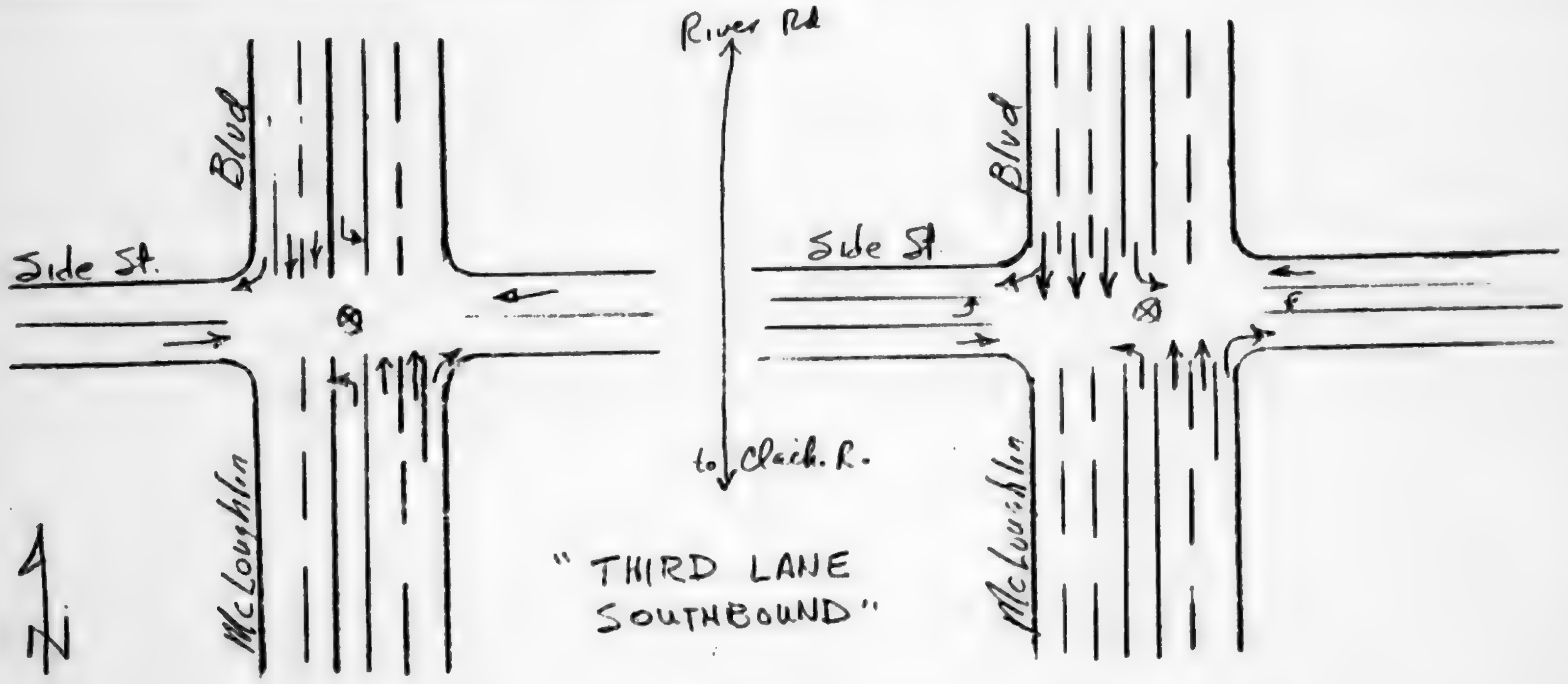
FIG. 4 "SIDE STREET IMPROVEMENTS"


River Rd
Blvd
Side St.
McLoughlin
to Clack. R.
N

"THIRD LANE SOUTHBOUND"

Existing FIG 5 Proposed

9708

Portland

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 16, 1976

Mr. Albert E. Owen
3080 SE Courtney Road
Milwaukie, OR 97222

Dear Mr. Owen:

Sometime late in May or early June of this year you wrote regarding your thoughts for future improvements to McLoughlin Boulevard. Your letter is not dated, but it was written shortly after our six-year program meeting held in Oregon City on May 18.

I apologize for the delay in not answering your letter sooner. I referred it to our design people in Salem, expecting to get an analysis of your ideas. Unfortunately, all work on McLoughlin Boulevard is being held up at the present time until Tri-Met completes its study for mass transit improvements in the Portland-Oregon City corridor. Inasmuch as the project is dormant as far as the Highway Division is concerned at the present time, our design people do not feel it prudent to take the time to analyze your thoughts to the depth that they deserve.

As soon as Tri-Met completes its study and the future of McLoughlin Boulevard becomes clear, the Highway Division will reactivate the project. At that time there will be requests for citizen involvement in the work and your thoughts, as expressed in your letter, will be utilized and your active participation in the project will be solicited.

Again, I apologize for the delay in responding to you and appreciate the time that you spent in committing to writing your concerns for the future of McLoughlin Boulevard.

Sincerely,

Walter J. Hart
Regional Engineer

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2 Olson uac
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Swenson
Savage
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Form 81-734-3122

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August 12, 1976

Mr. Larry Williams, Executive Director
Oregon Environmental Council
2637 S.W. Water Avenue
Portland, OR 97201

1184.S
1138-K

Dear Mr. Williams:

Bob Burco has asked me to answer your July 30 letter concerning McLoughlin Boulevard. The Oregon Department of Transportation does not have immediate plans for widening McLoughlin Boulevard. However, the Six Year Program did include projects to widen McLoughlin in 1982. That portion of the Six Year Program was not approved by the Transportation Commission for construction. The projects were in the portion approved for further study.

Any project to widen McLoughlin Boulevard is dependent upon the outcome of the Oregon City corridor study, under the direction of Tri-Met.

An analysis of the regional transportation plan, with a transit corridor to Oregon City, indicates additional capacity requirements for McLoughlin and is the reason for future improvement.

Along Westmoreland Park, earlier designs for widening called for use of railroad right-of-way and the railroad has confirmed the availability of that property. Planning does not call for the removal of the trees along the east side of McLoughlin Boulevard.

B.5

Maintenance of the trees along Westmoreland Park is done by the City of Portland in conjunction with park maintenance.

If you need further information on the progress of the Oregon City corridor project (which includes an alternative for McLoughlin), please contact Don Adams, Transitway Projects Engineer, Oregon State Highway Division, at 5821 Northeast Glisan Street, Portland, OR 97213, telephone 238-8226.

Very truly yours,

F. B. Klaboe
Chief of Operations

bc: R. A. Burco
H. S. Coulter
E. S. Hunter
R. N. Bothman
L. W. Rulien
RNB:ebq dpy

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OEC
OREGON ENVIRONMENTAL COUNCIL
2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

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FOR
Info Inves [✓ R/D] D/R Sign Act File

July 30, 1976

Mr. Bob Burco
Highway Building
Salem, Oregon 97310

Dear Bob:

I recently learned that the Oregon State Highway Division has approached the Milwaukie City Council and asked for re-confirmation of the Council's support for widening McLoughlin Boulevard. I understand that support was forthcoming.

It has surprised me that the Highway Department is again actively pushing the widening of this boulevard in view of the fact that Tri-Met is seriously considering this corridor, or an adjacent one, for a light rail demonstration project. I wish you would clarify for me what immediate plans of your department are.

Related to this issue is the maintenance of the maple trees along McLoughlin Boulevard, adjacent to Eastmoreland Park. It has been two or three years since the trees on the East side of McLoughlin Boulevard have been pruned or maintained by the Highway Division. One major maple tree has been dead for at least two years, and could pose a hazard to traffic if the tree continues to decay. These trees are in bad need of pruning, and general maintenance.

On the West side of McLoughlin Boulevard along Eastmoreland Park, the Highway Division is currently pruning and maintaining these trees. I can only conclude from this that the Highway Department does not wish to spend the time and money on the other maple trees because they wish to remove them some time in the future as part of the highway widening project. Would you please clarify this maintenance problem for us?

Sincerely,

Larry Williams

Larry Williams
Executive Director

LW:alh

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FOR
Info Inves [✓ R/D] D/R Sign Act File

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OFFICE
DIRECTOR of TRANSPORTATION

A.F.T.E.R., Tigard
AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Forest Grove Chapter
Portland Chapter
AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Chapter
ANGLERS CLUB OF PORTLAND
ASSOCIATED GENERAL CONTRACTORS OF AMERCIA
AUDUBON SOCIETY, Portland, Central Oregon, Corvallis
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay, Oregon
CHEMEKETANS, Salem, Oregon
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis, Oregon
CLATSOP ENVIRONMENTAL COUNCIL
EAST SALEM ENVIRONMENTAL COUNCIL
ECO-ALLIANCE, Corvallis
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
FRIENDS OF THE EARTH
GARDEN CLUBS of Cedar Mill, Corvallis, Eastmoreland, Fir Grove, McKenzie River, Nehalem Bay, Portland, Scappose, Villa
GOOSE HOLLOW FOOTHILLS LEAGUE
JUNIOR LEAGUE, Eugene, Portland
LEAGUE OF WOMEN VOTERS
Central Lane
Coos County
McKENZIE FLYFISHERS, Eugene, Oregon
McKENZIE GUARDIANS, Blue River, Oregon
MT. HOOD COMMUNITY COLLEGE OUTDOOR CLUB
NEWPORT FRIENDS OF THE EARTH
NORTHWEST ENVIRONMENTAL DEFENSE CENTER
NORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Tigard, Willamette Falls
OBSIDIANS, INC., Eugene, Oregon
1,000 FRIENDS OF OREGON
OREGON BASS AND PANFISH CLUB
OREGON GUIDES AND PACKERS, Sublimity, Oregon
OREGON LUNG ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Eugene, Oregon
OREGON ROADSIDE COUNCIL
OREGON SHORES CONSERVATION COALITION
O.S.P.I.R.G.
PLANNED PARENTHOOD ASSOCIATION, INC.
Lane County
Portland
PORTLAND RECYCLING TEAM, INC.
P.U.R.E., Bend, Oregon
REED COLLEGE OUTING CLUB
Portland, Oregon
ROGUE ECOLOGY COUNCIL
Ashland, Oregon
SANTIAM ALPINE CLUB
Salem, Oregon
SELLWOOD-MORELAND IMPROVEMENT LEAGUE, Portland
SIERRA CLUB
Pacific Northwest Chapter
Columbia Group, Portland
Klamath, Klamath Falls
Mary's Peak, Corvallis
Mt. Jefferson, Salem
Rogue Valley, Ashland
SOLV
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene, Oregon
STEAMBOATERS
SURVIVAL CENTER, U. of O., Eugene
TEAMSTERS FOOD PROCESSORS
UMPQUA WILDERNESS DEFENDERS
WESTERN RIVER GUIDES ASSOCIATION, INC.
WILLAMETTE RIVER GREENWAY ASSOCIATION
WOMEN'S LAW FORUM, U of O, Eugene

9708

IE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 8, 1976

FILE: LOC 17

Edward L. Hardt

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: IMPROVEMENTS TO McLOUGHLIN BLVD.

TO: HAL VERSTEEG
Road Design Engineer

Attached you will find a copy of a letter from Albert E. Owen regarding planned improvements to McLoughlin Blvd. in the Milwaukie area. Mr. Owen is a local resident and is active in a citizens' group looking towards transit and highway improvements in the McLoughlin corridor.

Mr. Owen has suggested several rather radical changes in the improvements for McLoughlin in the Milwaukie area. Without spending a lot of time on this, I would appreciate it if you would give me some information with which to answer this letter. Specifically, I would like to have some information on the cost of the improvements that he is suggesting, together with your thoughts on what they would do towards solving the traffic problems on McLoughlin. Don't concern yourself with his comments regarding the signals, we will take care of that part.

ELH/cr
Attachment

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
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ROAD
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Requires Reply ☐
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Other________

Albert E. Owen
3080 S. E. Courtney Road
Milwaukie, Oregon 97222

Mr. Ed Hart
Regional Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

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UE MAY 28 1976 RSC
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Dear Mr Hart;

Enclosed you will find an expanded version of the remarks I made to you at the Oregon City meeting, May 18th, pertaining to the future expansion of McLaughlin Blvd South of Reedway. The material that is enclosed is to back up my statements that we can accomplish a good movement of traffic on McLaughlin Blvd, at a much lower cost than has been projected in the Preliminary Six Year Highway Improvement Program.

First step would seem to be the synchronization of all traffic lights South of the Ross Island Sand & Gravel crossing to the Gladstone area. These lights should be set to allow a vehicle driven at the legal speed to make a continuous run. This would help to reduce the present stop and go driving and also slow those drivers now attempting to beat the lights by high speeds between the signals. This system of progressive signals has been used on many main arterials in the past and has provided an improvement in the flow of traffic when used.

Step two, would be the elimination of all left turns between S.E. Tacoma Street and S.E. Ochocoo Street. All businesses effected by this could be served by drivers making their turns at either Tacoma or Ochocoo and then returning to their desired destination. The facilities for making these turns are presently there, so that this would be a minor cost item, while removing an existing dangerous traffic hazard.

Step three, would be the construction of a overpass at S.E. Tacoma Street. Traffic conditions at this intersection can only be corrected by the elimination of all cross traffic. In 1975 over 38,000 vehicles a day were using McLaughlin Blvd North of this intersection, approximately 4,300 vehicles a day were joining the traffic flow from East side approach from S.E. Tacoma, while approximately 6,700 vehicles were crossing McLaughlin Blvd each day on Tacoma Street. This means that over 48,000 vehicles a day are using the intersection of McLaughlin Blvd and S.E. Tacoma Street

Population projections for Clackamas County show an increase from the present 202,400 in 1975 to 402,300 in the year 2,000. With this knowledge it becomes evident that this intersection could, by the year 2,000 face a traffic count of over 80,000 vehicles a day on Mclaughlin Blvd and over 13,000 crossing on Tacoma Street. It is my contention that no intersection, regardless of the number of lanes, or the arrangment of the signal lights, can possible handle this amount of traffic and provide anything but chaos to the flow of traffic, in any direction.

Step four which should be done in conjuction with step three, would be to eliminate the present bottle neck at the City of Milwaukie itself. This could be done by several changes, but I believe the following is the most efficient at the lowest cost. The steps as presented would not necessarily be the order for construction. Step (a) would be the elimination of all left turns, this to be accomplished in the following manner. Construction of an off ramp between the East bound lanes of the Clackamas Highway and Main Street Southbound. This would allow all traffic southbound on both McLaughlin Blvd and River Road to reach the downtown area of Milwaukie, without making a left turn. Step (b) would be the elimination of all cross traffic leaving Milwaukie for the South bound McLaughlin Blvd lanes. This could be accomplished by the construction of a ramp between Monroe Street and the Southbound traffic lanes on McLaughlin. These two steps would present the least disruption to the business community in the Milwaukie area. Traffic Southbound on River Road to Mclaughlin would continue as is presently done. Elimination of those vehicles now making left turnsfrom River Road to McLaughlin and then into the Milwaukie business district, combined with the elimination of two of the present traffic lights should provide a more orderly flow of traffic in both directions on McLaughlin in this area.

In my summary of the foregoing suggestions as compared to the proposed six year highway plan, I would like to point out that at the public meeting held in Oregon City, it became very evident that only so much money is available to do the necessary road work in the Clackamas County area if we are to even stay abreast of the traffic hazards that the increase in population and industry is creating for us.

There can be no doubt that some day in the future McLaughlin Blvd will have to be widened and vastly improved over its entire distance. Present traffic counts and future projections also point out that unless we eliminate cross traffic and left turns in the area discussed, the very near future will return us to the traffic chaos we are presently approaching.

The six year plan shows approximately total costs of over $ 19,000,000 without eliminating any of the present, or future cross traffic. The plans as presented herein if constructed will probable cost between 5 to $8,000,000. This will leave a savings of nearly $11,000,000 that could be applied towards correcting some of the other bad traffic hazards now existing in Clackamas County.

Hopefully you will give these suggestions full consideration, as I am submitting them not incriticism of your work and effort in preparing the six year plan, but rather as a concerned citizen hoping to make a contribution that will be effective in allowing us to get the most value for our highway dollars.

Sincerely Yours

Albert E Owen

AlbertE. Owen

970

S

April 19, 1976

Mr. Thomas Cardoza
Regional Commissioner
U.S. Department of the Treasury
525 Market Street
San Francisco, California 94105

Dear Mr. Cardoza:

1184-S
621-H
1188-K

We have completed our investigation of traffic conditions on McLoughlin Boulevard in the vicinity of the Ross Island Bridge.

As a result, it was found that the number of accidents occurring on this section of McLoughlin Boulevard is small in comparison to the traffic volume, and the accident rate has been substantially less than the statewide averages for comparable highways. With our current shortage of funds and the less-than-average accident rate, an improvement of this section of highway cannot now be undertaken. We will, however, keep it under surveillance for possible future improvements if funds become available.

We appreciate your interest in traffic safety and we thank you for bringing this to our attention.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
L. E. George
R. N. Bothman
Ed Hardt (enc.) - This should be considered as a possible future project.

DKH:ds ja

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
April 1976

Investigation of Highway Median
Pacific Highway East (McLoughlin Boulevard)
M.P. 1.24 - M.P. 4.36
City of Portland

RECOMMENDATION:

It is recommended that the median area on McLoughlin Boulevard not be improved at this time. The cost of improving the median area with the installation of a concrete median barrier cannot be justified on the basis of existing traffic data.

HISTORICAL BACKGROUND:

This investigation was prompted by a letter sent from Mr. Thomas Cardoza, a representative for the Department of the Treasury, after a fellow employee was killed in a head-on collision September 26, 1975. He suggested in his letter that a more substantial divider was needed to prevent this type of accident. This type of improvement has not previously been studied in this section.

INVESTIGATION:

The investigated section of McLoughlin Boulevard (ORE99E) is from the Division Street viaduct at M.P. 1.24 to Tacoma Street at M.P. 4.36. There is presently a two-foot wide raised concrete median island in this section except at the four signalized intersections.

McLoughlin Boulevard is a four-lane facility from the Division Street viaduct to the Ross Island Bridge, six lanes from there to S.E. Harold Street at M.P. 3.07, and four lanes from there to Tacoma Street. The 1974 Average Daily Traffic was 40,000 north of Ross Island Bridge, 52,000 south of Ross Island Bridge, and 38,000 south of 17th Avenue.

The posted speed is 45 MPH from the Division Street viaduct to M.P. 4.24, and 35 MPH from M.P. 4.24 to Tacoma Street.

The middle portion of the investigated section of McLoughlin Boulevard, from M.P. 1.56 to M.P. 3.07, was recently rebuilt to provide standard lane widths with a four-foot median. This portion has sufficient width to accept a concrete median barrier. The northerly and southerly portions of the investigated section have relatively narrow lane widths. The northern portion from M.P. 1.24 to M.P. 1.56 has 23 feet of pavement width for each direction of travel, with a two-foot concrete median barrier. The outside edge of the roadway is a concrete sidewalk. To widen this portion would cost a vast amount. The work would include widening an existing structure. The southerly end of the investigated section is the same width, but there is no sidewalk on the outside. This section is narrow at existing overcrossing and to widen these areas would be quite costly.

McLoughlin Boulevard in the section investigated does not have a designated bikeway and no bikeways are planned. Cyclists do use the roadway. Both shoulders are available in parts of this section.

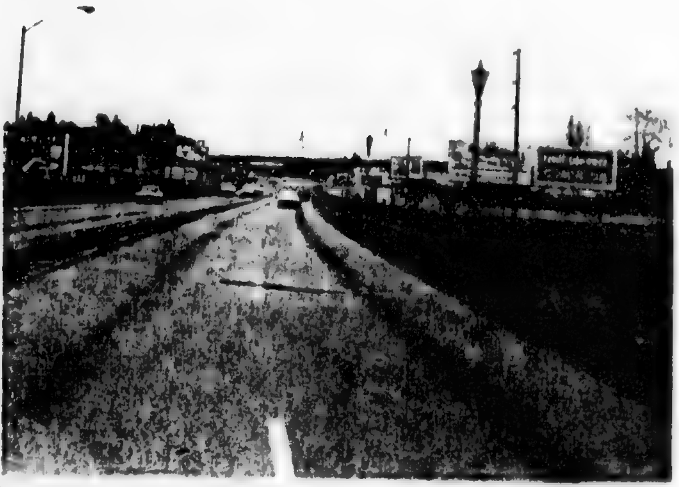
In the three and one-half year period from January 1, 1972 to June 30, 1975, there were five reported accidents on this section of McLoughlin Boulevard of a type preventable by a concrete median barrier. There were three fatalities and ten injuries in these accidents. In addition, there was a head-on collision in September 1975 which resulted in a fatality. The two fatal accidents both occurred on the Division Street viaduct.

The accident rate for the investigated section of McLoughlin Boulevard for the years 1972-1973 and 1974 was 2.38 accidents per million vehicle miles. This compares to the statewide average accident rate for urban primary non-freeways of 6.17. The low rate in comparison to the the statewide average indicates that the highway is relatively safe.

COST ESTIMATES:

The estimated cost for the project from M.P. 1.24 to M.P. 4.36 is $304,000. This estimate includes preliminary engineering, removal of existing center median curbing, installation of GM median barrier and restriping travel lanes. Id doesn't include a cost estimation for widening the existing roadway. This would prove to be a great expense where existing structures presently restrict widening. Further, if the roadway was widened extensively, the locations where widening is not done because of cost could cause traffic problems due to the extreme changes in width.

WB:cm   ds
4-14-76



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TYPICAL VIEWS
McLoughlin Boulevard
Pacific Highway East (Hwy. 1E)
M.P. 1.24 to M.P. 4.36
City of Portland

1. Pictures taken from SSCB Report and #1 outside this section.
2. Looking south from 0.21 miles north of S.E. Taggert Street, M.P. 1.19.
3. Looking north from 0.21 miles north of S.E. Taggert Street, M.P. 1.19.
4. Looking south from 50 feet north of S.E. Taggert Street, M.P. 1.39.
5. Looking south from 150 feet north of S.E. Haig Street, M.P. 1.69.
6. Looking south from 0.21 miles north of S.E. Reynolds Street, M.P. 2.07.
7. Looking south from 300 feet south of S.E. Long Street, M.P. 2.55.
8. Looking south from 200 feet north of S.E. Insley Street, M.P. 2.95.
9. Looking south from 200 feet north of S.E. Reedway Street, M.P. 3.14.

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TYPICAL VIEWS
McLoughlin Boulevard
Pacific Highway East (Hwy. 1E)
M.P. 1.24 to M.P. 4.36
City of Portland

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4. Looking south from 50 feet north of S.E. Taggert Street, M.P. 1.39.
5. Looking south from 150 feet north of S.E. Haig Street, M.P. 1.69.
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7. Looking south from 300 feet south of S.E. Long Street, M.P. 2.55.
8. Looking south from 200 feet north of S.E. Insley Street, M.P. 2.95.
9. Looking south from 200 feet north of S.E. Reedway Street, M.P. 3.14.

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TYPICAL VIEWS
McLoughlin Boulevard
Pacific Highway East (Hwy. 1E)
M.P. 1.24 to M.P. 4.36
City of Portland

1. Pictures taken from SSCB Report and #1 outside this section.
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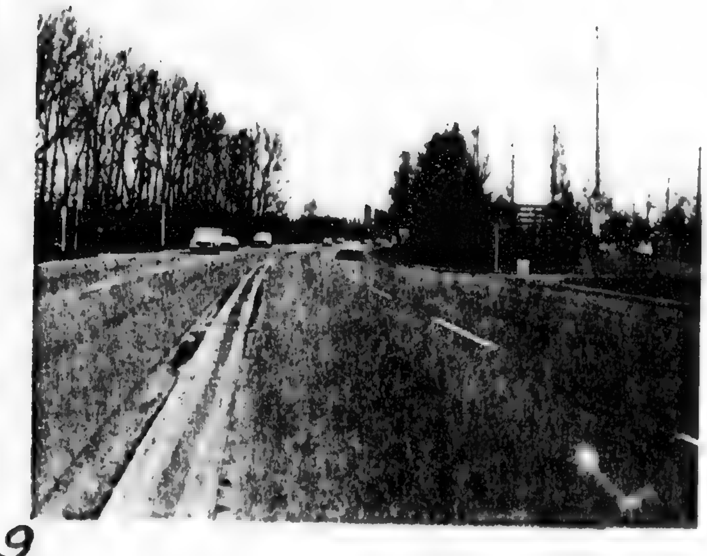

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1188-K

November 19, 1975

Mr. Larry Williams, Executive Director
Oregon Environmental Council
2637 SW Water Avenue
Portland, OR 97201

Dear Mr. Williams:

Thank you for your letter of October 30 concerning the McLoughlin Boulevard project.

The project, while it is on the construction program, is dormant in terms of its planning status because Tri-Met is now in charge of the Oregon City Corridor Study. We would anticipate that for the present no more planning activity will occur except that which is necessary for, and relevant to, the Oregon City Corridor Study.

I have asked Gary Potter, Manager of the Environmental Section, to contact you with regard to a meeting to explain the specifics of the Action Plan. He will work out the details with you.

I hope this answers your questions; if you have any additional comments, please let me know.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
Gary A. Potter - w/att.
J. H. Versteeg
L. W. Rulien - w/att.
R. N. Bothman
E. L. Hardt - w/att.

GAP:sz: ab

OREGON ENVIRONMENTAL COUNCIL
2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

A.F.T.E.R., Tigard
AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Forest Grove Chapter
Portland Chapter
AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Chapter
ANGLERS CLUB OF PORTLAND
ASSOCIATED GENERAL CONTRACTORS OF AMERCIA
AUDUBON SOCIETY, Portland, Central Oregon, Corvallis
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay, Oregon
CHEMEKETANS, Salem, Oregon
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis, Oregon
CLATSOP ENVIRONMENTAL COUNCIL
EAST SALEM ENVIRONMENTAL COUNCIL
ECO-ALLIANCE, Corvallis
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
FRIENDS OF THE EARTH
GARDEN CLUBS of Cedar Mill, Corvallis, Eastmoreland, Fir Grove, McKenzie River, Nehalem Bay, Portland, Scappose, Villa
GOOSE HOLLOW FOOTHILLS LEAGUE
JUNIOR LEAGUE, Eugene, Portland
LEAGUE OF WOMEN VOTERS
Central Lane
Coos County
McKENZIE FLYFISHERS, Eugene, Oregon
McKENZIE GUARDIANS, Blue River, Oregon
MT. HOOD COMMUNITY COLLEGE OUTDOOR CLUB
NEWPORT FRIENDS OF THE EARTH
NORTHWEST ENVIRONMENTAL DEFENSE CENTER
NORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Tigard, Willamette Falls
OBSIDIANS, INC., Eugene, Oregon
1,000 FRIENDS OF OREGON
OREGON BASS AND PANFISH CLUB
OREGON GUIDES AND PACKERS, Sublimity, Oregon
OREGON LUNG ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Eugene, Oregon
OREGON ROADSIDE COUNCIL
OREGON SHORES CONSERVATION COALITION
O.S.P.I.R.G.
PLANNED PARENTHOOD ASSOCIATION, INC
Lane County
Portland
PORTLAND RECYCLING TEAM, INC.
P.U.R.E., Bend, Oregon
REED COLLEGE OUTING CLUB
Portland, Oregon
ROGUE ECOLOGY COUNCIL
Ashland, Oregon
SANTIAM ALPINE CLUB
Salem, Oregon
SELLWOOD-MORELAND IMPROVEMENT LEAGUE, Portland
SIERRA CLUB
Pacific Northwest Chapter
Columbia Group, Portland
Klamath, Klamath Falls
Mary's Peak, Corvallis
Mt. Jefferson, Salem
Rogue Valley, Ashland
SOLV
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene, Oregon
STEAMBOATERS
SURVIVAL CENTER, U. of O., Eugene
TEAMSTERS FOOD PROCESSORS
UMPQUA WILDERNESS DEFENDERS
WESTERN RIVER GUIDES ASSOCIATION, INC.
WILLAMETTE RIVER GREENWAY ASSOCIATION
WOMEN'S LAW FORUM, U of O, Eugene

October 30, 1975

Mr. F.B. Klaboe, Administrator
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Klaboe:

We notice that your 5 year construction program approved May 30, 1975 identifies the widening of McLaughlin Boulevard near the Multnomah-Clackamas County Line as planned for fiscal years 1979-1980.

We wonder (1) why this remains in your plans at all now that Tri-Met has been delegated the planning agent for the Oregon City Corridor and (2) what is the current status of your planning? It recently occured to us that if money must be spent in this area, having several lanes change direction for morning and evening rush hours might be acceptable instead of widening.

We have reviewed the August 27, 1975 draft of the Oregon Action Plan and because of its abstract nature we do not feel capable of providing useful comments. We are interested in the process, and this particular project might be one where your personnel could spend an evening with several of our group at your offices to show us the specifics of the Action Plan. If, as we suggest, this McLaughlin project is being removed from your process, perhaps you could suggest another several projects where a specific review could be conducted.

We await your suggestions for a time and a place to meet. ✓

Sincerely,

Larry Williams

Larry Williams
Executive Director

LW:jlf

cc: R.T. Ewen
L.W. Rulien

RECEIVED
STATE HWY ENGR.
NOV 4 '75
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	✓		✓		✓	

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NOV 6 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

2118 FORM E-30

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

RECEIVED
STATE HWY ENGR
SEP 17 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE September 16, 1975

TO GEORGE BALDWIN
Director of Transportation

FROM MAX J. KLOTZ Original signed by MAX J. KLOTZ
Metro Planning Engineer

SUBJECT MCLOUGHLIN BOULEVARD STATUS

There are three projects on McLoughlin Boulevard shown on the six year construction program.

Reedway - Clackamas (Multnomah) County Line	FY 1979
(Clackamas) Multnomah County Line - Clackamas Hwy.	FY 1980
Milwaukie Section	FY 1980

A-95 Review has been accomplished on the Reedway-Clackamas County Line Project, is being held in abeyance by CRAG on the Multnomah County Line - Clackamas Highway project and has never been initiated on the Milwaukie Section.

The Multnomah County Line - Clackamas Highway A-95 Review was referred back to the Transportation Technical Advisory Committee by the CRAG Board of Directors at the August 15, 1974 meeting. The Transportation T.A.C. was instructed to hold the A-95 Review until an overall system plan was developed.

There seems to be some confusion as to the definition of the overall system plan. If the system plan was meant to be a regional plan, as I believe was your intent (see page three of the attached minutes), then CRAG's ITP and TIP may satisfy your request and the A-95 Review could be completed.

If, however, the overall system plan was meant to refer to the results of a McLoughlin corridor study (this is what is stated by the motion on page four of the minutes) then the A-95 Review will have to continue to be held in abeyance.

Mr. Irwin Adams, Executive Vice President of the North Clackamas County Chamber of Commerce, was correct when he said that we will have to start

NOTED
F. B. KLABOE

the preliminary engineering now in order to meet the construction schedule.

Recognizing this, Ed Hardt has submitted a Survey Authorization, combining the three sections for the purpose of preliminary engineering. Nothing else has been done.

Attached for your information and files is the following:

Copy of the CRAG Board of Directors August 15, 1974, meeting minutes

Copy of Larry Rice's September 4, 1974 letter to you advising that action was delayed on the regional clearinghouse approval

Copy of Multnomah County's comments on the project A-95

Copy of R. N. Bothman's memo to the file on the CRAG Board meeting of August 15, 1974

Copy of Ed Hunter's September 26, 1974, letter to Victor D. Wolfe, stopping work on the McLoughlin projects (and others) until the city of Portland makes a decision with regard to the future of mass transit

Copy of Irwin Adam's remarks to the CRAG Board of the August 28, 1975 meeting.

pq

cc Fred Klaboe ✓
H. S. Coulter
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Victor Wolfe
J. H. Versteeg
Robert Royer
Gary Potter
Dick Etherington
Ed Hardt

Max Klotz

FORM 8-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE September 26, 1974

TO Victor D. Wolfe
Location Engineer

ORIGINAL SIGNED
E. S. HUNTER

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT

OE RME RCE FAE
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UE SEP 30 1974 RSC
REGION 1
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Due to the indecision of the City of Portland with regard to the future of mass transit the following projects, which are in some phase of location or planning preparation, should not be worked on until further notice:

1E	Pacific East	SE Reedway-Clack Co. Line
1E	Pacific East	Mult. Co. Line-Clack Hwy.
3	Oswego	Lowell St.-Portland City L.
3	Oswego	Portland City L.-Oswego
3	Oswego	Cedar Oak Drive-West Linn
26	Mt. Hood Fwy	122nd Ave-Linneman Jct (Recon)

POSTED
A. E. [illegible]

RECEIVED
STATE HWY ENGR
SEP 26 '74
REFER TO
FOR
Info Inves R/D Dir Sign Act File

ESH:js

cc: F. B. Klaboe
A. E. Johnson ✓
Walt Hart
R. N. Bothman
Ed Hart.

☐ ME ☐ CE ☐ PE ☐ DE ☐ OE
METROPOLITAN ENGINEER
SEP 15 1975
☐ EE ☐ JK ☐ UE ☐ FILE ☐ J/A

Remarks of Irwin S. Adams, Executive Vice President of the North Clackamas County Chamber of Commerce, before the Columbia Region Association of Governments Executive Board, 8:00 P.M., August [illegible], 1975 in Conference Room C, 52[illegible] S.W. Hall, Portland, Oregon 97201.

I am Irwin S. Adams, Executive Vice President of the North Clackamas County Chamber of Commerce, residing at 2453 Lake Road, Milwaukie, Oregon, and appear here in behalf of a membership of 594. I am here on a matter of very considerable moment to Clackamas County.

I respectfully call your attention to the Oregon State Highway Division "SIX-YEAR CONSTRUCTION PROGRAM, JANUARY, 1975 TO JUNE 30, 1981", which was approved by the Oregon Transportation Commission May 30, 1975.

On pages 16 and 17 of this document there are references to the six-laning of Or 99E, otherwise known as McLoughlin Boulevard. On page 17 there is a reference to six-laning 99E from Reedway to the Clackamas County Line in the fiscal year 1979; there is a further reference on that same page to six-laning from the Multnomah County Line to the Clackamas Expressway in the fiscal year 1980. On page 16 the reference is to the Milwaukie Section extending to Park Avenue, also in the fiscal year 1980.

Considering the extensive requirements necessary to implement the plans, and the likelihood that among them are right-of-way acquisition and the probable requirement of an environmental impact statement, the North Clackamas County Chamber of Commerce respectfully request of CRAG, so far as their jurisdiction is governing, that you take immediate action to implement the plans in question. Only immediate action will accomplish the declared purposes within the specified time frames.

May we outline the grave necessity for the requested action. We respectfully suggest that whatever might occur with light rail, the present need for additional lanes on McLoughlin Boulevard is indisputable,and construction thereof demands immediate attention.

It is our understanding that the Oregon Department of Transportation in testimony before the CRAG Board has established that the Multnomah County Line-Clackamas Highway Section of McLoughlin Boulevard, including the Reedway-County Line Section, is needed without the Mt. Hood Freeway. The ADT(average daily traffic)is 38,000 vehicles at Tacoma and McLoughlin, and that the existing capacity at that intersection is but 35,000 vehicles. Also, at the Tacoma intersection the traffic was projected as 50,000 ADT in 1990 with the Mt. Hood Freeway, and at 58,000 ADT without the Mt. Hood Freeway in 1990. Since these figures were secured, it is estimated that the traffic has increased by 5 to 6%. It appears undeniable that traffic is now at the point of breakdown, and can only get worse. Further, that an F-level of service is now being experienced at peak traffic times---an unquestionably inadequate stop and go situation.

Remember that these analyses are predicated upon the existence of some kind of major transit facility, whether road or rail, and a percentage of ridership is expected to be handled by that means. Accordingly, we petition the CRAG Executive Board to get the six-laning solution underway, thus relieving the intolerable situation that presently exists.

The North Clackamas County Chamber of Commerce respectfully reiterates the urgent request that the CRAG Executive Board act affirmatively in this matter without delay to correct an unsatisfactory situation that undeniably is presently existing. The extension of six lanes from Reedway to the Clackamas Expressway would provide an immediate improvement to level of service "C" during peak hours.

Thank you for the opportunity to be heard.

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
West Linn

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

September 4, 1974

Mr. George Baldwin
Director of Transportation
Oregon Department of Transportation
Highway Building
Salem, OR 97310

Dear Mr. Baldwin:

The Oregon Department of Transportation recently submitted to CRAG a request for A-95 review of a project on McLoughlin Blvd. between the Multnomah County line and the Clackamas Highway. The project cost was estimated at $3,350,000 and encompassed the preliminary engineering right-of-way acquisition, grading, paving, structures and other activities to convert 1.07 miles of McLoughlin Blvd. from four to six lanes of traffic.

At your request, the CRAG Board of Directors on August 15, 1974 delayed action on this project for an indefinite period of time. The effect of this delay is to withhold regional clearinghouse approval of the Federal funds requested for the project. Prior to the Board meeting, Multnomah County submitted written comments as the project which must be attached to the ultimate project application. A copy of those comments is attached.

As you know, CRAG is preparing an Interim Transportation Plan for consideration by the Board and the public early next year. I do anticipate that the Plan will clarify and develop existing CRAG policy on regional transportation investment so that individual projects such as this one may be reviewed in context.

Sincerely,

Larry Rice
Executive Director

kt

enclosure
cc: R. Etherington, B. Dirker

COMMENTS OF MULTNOMAH COUNTY
ON THE A-95 FOR McLOUGHLIN BOULEVARD,
MULTNOMAH COUNTY LINE--CLACKAMAS HIGHWAY

1. The A-95 should be limited to Preliminary Engineering funds only, sufficient to develop a full range of alternatives, prepare an Environmental Impact Statement, program citizen participation and hold public hearings. Local or regional approval of funds for construction of a 6-lane highway would seem to be a commitment that is contrary to the National Environmental Policy Act requirements about alternatives and no-build.

2. The condition should be required that this project EIS be combined with the EIS for the next section north. Planning by short segments is not comprehensive planning and is probably contrary to NEPA.

3. Relief of peak hour congestion by expanding highway capacity can be shown to be self-defeating under conditions of growth in land use (sprawl) and improved commuter access by car. The facility will fill up again. again be congested, and again face the issue of widening. By relieving auto congestion, the auto is given a competitive advantage, drawing potential trips by transit. Also, a certain number of trips are induced which wouldn't otherwise be made at all, or made on this highway.

4. CRAG has a policy to encourage transit usage and reduce the demand for auto usage. The McLoughlin problem provides an opportunity either to follow this policy or violate it. Implementation of rail or express bus service in the corridor from Oregon City to Portland would be consistent with this policy and preferable to the highway improvement in this A-95. In particular, a highway improvement which does not provide exclusive or preferential bus lanes provides no significant advantage to transit.

5. All three of CRAG's sketch plans are based upon some kind of sprawl-control idea. Highway improvements for autos in a major corridor like

Loughlin tend to encourage sprawl. Thus, all three of CRAG's sketch plans would seem to be compromised.

6. A McLoughlin improvement which favors autos would compromise or conflict with the Oregon Clean Air Implementation Plan (or EPA-imposed substitutes requiring exclusive Bus lanes), the Governor's Task Force (CRAG) corridor analysis, and Tri-Met's suburban transit system station at Milwaukie, Again the economic (travel time) disadvantage of transit would be worsened.

7. The effect of expanding auto capacity on McLoughlin will be to increase traffic pressure on McLoughlin to the north, McLoughlin to Milwaukie and a variety of cross-streets, including Johnson Creek Boulevard and Tacoma to the Sellwood Bridge. The last two are of particular concern to Multnomah County, and we consider that Multnomah County roads and bridges are bearing the burden of a prospect with little benefit to Multnomah County citizens. Both Johnson Creek and Sellwood Bridge already have critical traffic problems. This project will make them worse.

8. We understand that the Gravity model was used to determine the nature of the future problem, specifically the projected traffic. We have several omments here:

The Gravity model was never designed to provide information about whether or not to build or expand a highway to solve a people movement problem. Use of this model to choose a highway over other alternatives is inappropriate and unjustified;

The Gravity model is limited even when applied to a highway system in that it cannot feed back into the total system demand quantity either the effect of changes in the system facilities (such as the one under study) or the impact of the proposed facility on land use and trip generation. It can only be used to distribute a given total volume of trips;

Therefore, the question is raised about determining the total system trip volume. It is our understanding that the G-2 network was used as the basic system, and that this system includes the I-205 and Mt. Hood freeways, designed for eight lanes. We also understand that data available show that elimination or reduction of these facilities (a likely or accomplished fact, respectively) will greatly reduce total system trips. We further understand that on the G-2 system, McLoughlin is assumed to be 6 lanes. If this is true it is obviously a self-fulfilling projection.

D. Therefore, the fundamental methodology is entirely questionable, and evaluation of this project at all stages should take this into full account: The numbers are suspect.

9. The A-95 above is hard to respond to because the problem is nowhere stated, only the proposed solution.

In light of the above comments, we recommend the A-95 be disapproved, and suggest that CRAG, ODOT, Tri-Met and affected local jurisdictions engage in a joint corridor planning effort with full citizen participation prior to any capital improvements program for the highway.

jg

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon
August 20, 1974

FILE: CRAG INT 5-3

FROM: R.N. BOTHMAN
Metropolitan Engineer B

SUBJECT: CRAG EXECUTIVE BOARD MEETING
Thursday, August 15th

TO: MEMO TO THE FILE

Three major issues were on the agenda and discussed at the subject board meeting. In attendance representing the Highway Division and ODOT were George Baldwin, member of the Board, Ted Spence, ODOT, Jack Sullivan, ODOT, and myself, OSHD.

Consideration was given to the A95 review, submitted by the Highway Division through Larry Rulien for the Clackamas County Line-Clackamas-Highway Section of McLoughlin Blvd. I presented a physical description and historical review of the section including a resume of current activities on the Reedway-County Line Section. Jack Sullivan presented a traffic analyses, including an analyses without the Mt. Hood Freeway, with the Governor's Task Force Transit Plan, and with a new modal split faoring transit ridership. The analyses with the above indicates an increase ADT of about 12,000 to 50,000 cars on McLoughlin Blvd. indicating the justification for six lanes assuming a high transit ridership and installation of a busway or Mass Transit Facility in the corridor.

After considerable discussion led by George Baldwin requesting direction from the CRAG Board as to their policies for highway construction in the Metropolitan area, and expressing the need and feeling that the Highway Division should not preceed with any projects in the Metropolitan Area until a transportation system is established by the CRAG organization, the board voted unanimously to refer the A95 review request back to the Transportation Committee of CRAG, to be held until such time as a system plan is developed. In effect this kills the project for the time being.

It is my opinion that this action most likely affects any project in the Metropolitan area in the planning process at the current time and that in fact until such time as a transportation plan or a system is established for the Metropolitan area, the Highway Division should not expend funds on any

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METROPOLITAN ENGINEER
AUG 21 1974
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given project. The only exception to this would be the I-205 and I-505 freeways and perhaps other Interstate projects.

The second highway issue taken up by the board was approval of the urban system for the Metropolitan area. The only discussion involved whether or not the plan had actually been submitted to the various jurisdictions that being the smaller cities for approval after assembled. I believe the discussion led to the fact it had not been, although each jurisdiction had the opportunity to present their recommendation. Considerable discussion involved recommendations by the Port for additions to the system of roads in the Marine Drive-Airport area and in the Rivergate area. The recommendations of the Port were approved with the exception of any roads which are currently on Port property not being approved. This affects primarily the terminal six road in Rivergate.

Of primary interest to me in the discussions were that Dick Etherton, Director of Transportation of CRAG, indicated that he anticipated revisions to the system on about a six month basis. This was substantiated by Ted Dec, representing the FHWA, who indicated that such revisions were appropriate.

The urban system was approved as amended.

Third item discussed was the transfer of the Mt. Hood funds or substitution of the Mt. Hood funds, after considerable discussion carried by the Gresham, and Clackamas County representatives, the Board did approve a resolution based on the actions of the City of Portland and County of Multnomah requesting the State to request the secretary to Transportation to transfer or substitute the Mt. Hood Freeway funds for transit projects in the Metropolitan-Portland area.

The most valid presentation from the representative of Gresham was that by the same token action on McLoughlin had been tabled, action on the Mt. Hood Greeway should be tabled until such time as a transportation system is estalLished, then consideration should be given to whether or not the Mt. Hood Freeway should be dropped.

The issue of the Mt. Hood Freeway, in my opinion, has become simply a means of obtaining money for a transit system in the Metropolitan-Portland area. Consideration is continually given and reference made to the Mt. Hood Freeway being dropped as opposed to consideration for an Interstate connection of I-80N to I-5. By that I mean at the resolution addresses dropping the Mt. Hood Freeway but includes dropping the designation of the Interstate route between I-205 and I-5 on the I-80N Alignment.

Arley Reno reported the status of the planning for a transportation system and after considerable discussion did state that a work plan which would provide an outline as how to set priorities to establish a system would be done in 60 to 90 days. With that report it is difficult to see how a systems plan can be established by December 31, 1974 as required by the FHWA. It is very questionable whether any construction projects or any planning projects should be pursued in the Metropolitan Portland area, until a systems plan is developed.

cc Klaboe
Hunter
Schroeder
Coulter
Rulien
Hardt

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
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Portland
Troutdale
Wood Village

WASHINGTON COUNTY
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Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

BOARD OF DIRECTORS

MINUTES OF MEETING AUGUST 15, 1974

MEMBERS IN ATTENDANCE

Phil Balsiger
Tom Telford
Neil Goldschmidt
Mel Gordon
Charles Becker
Rod Roth
Gerard Drummond
Lloyd Anderson
George Baldwin
Rose Besserman, Alternate to Jim Gallagher

OTHERS IN ATTENDANCE

Ed Burke, Alternate to Phil Balsiger
Mildred Schwab, Alternate to Neil Goldschmidt
Joy Burgess, Councilwoman from Milwaukie

STAFF IN ATTENDANCE

Larry Rice
Richard Etherington
Marge Murlin
Jim McKillip
Sandra Brantley

A quorum being present, the presiding Chairman, Vice Chairman Gordon, called the meeting to order to consider the following agenda items.

1. APPROVAL OF MINUTES

Mayor Balsiger moved for approval of the minutes dated July 25, 1974 as submitted. The motion was seconded by Commissioner Roth and carried by unanimous vote.

2. HEARINGS

Councilman Ed Burke, alternate to Phil Balsiger, expressed his concern on voting procedures at certain meetings. He stated that decisions made by the Board must be regional in nature and not based on jurisdictional concerns. He also said that jurisdictional voting can be a real weakness for CRAG and should be avoided. Councilman Becker commented on the one man one vote principle and suggested that at a future time the Board could perhaps consider an alternate voting structure.

3. REPORT OF STAFF

Water, Sewer & Drainage Addendum Reports and Capital Improvement Programs were distributed to the Board for their consideration. Mr. Larry Rice requested that the Board authorize the distribution of these reports for review and comment. Mayor Balsiger moved and Commissioner Roth seconded a motion approving the distribution of the reports. The motion carried unanimously.

4. MCLOUGHLIN BOULEVARD

Richard Etherington, Transportation Director of CRAG, reviewed this project for the Board. The project had been referred back to the Transportation Committee for a recommendation. On June 21, 1974, the Transportation Committee reviewed the project and approved it 8 to 4. No adverse comment had been received. Since approval of the project by the Transportation Committee, Multnomah County had expressed some concerns about the overall planning process involved.

Mr. Baldwin then suggested that the entire project be explained to the Board by representatives from the Department of Transportation. Mr. Bob Bothman, Metropolitan Engineer, Highway Division, explained that the project begins at the Multnomah County line and continues to the beginning of the Milwaukie Expressway. It is 1.07 miles in length and the application calls for widening from four to six lanes at a cost of 3.35 million dollars. An A-95 application for widening of the Reedway-Clackamas County section of McLoughlan Boulevard had previously been approved by the Board.

Mr. Jack Sullivan, Urban Studies Coordinator, Oregon Department of Transportation, explained to the Board that projected travel loads for McLoughlan Boulevard indicated that the design capacity of this section is grossly overloaded. Three different transportation systems were used in the projections, all of which indicated that by 1990 traffic flow will exceed the design capacity of this section. Mr. Sullivan also pointed out the need for a balanced transportation system of auto, bus and possible light rail for this corridor.

Mr. Baldwin stated that this project is not part of an overall system and the Highway Department needs a clarification of CRAG Transportation goals and policies. The Highway Department is not prepared to spend any funds on the project until they know what the regional transportation goals are and if the McLoughlan Boulevard Project fits into the overall system.

Commissioner Gordon stated that Multnomah County feels that the A-95 for this project should be disapproved and suggests that CRAG, ODOT, Trimet and affected local jurisdictions investigate a joint corridor plan effort with full citizen participation prior to any capital improvements program for the highway.

Arlee Reno, Consultant, told of preparation of a Work Study Program which would give information on what studies would be required in that corridor. The Board discussed the possibility of delaying action on this A-95 for 60 days when transportation priorities for the region should be decided.

The Board then heard testimony from Councilwomen Joy Burgess of Milwaukie who urged the Board to allow the municipalities which are most affected by this project to make their wishes known. She said that the corridor has great potential for development and we need to determine the most effective mode of transportation for the corridor. A pilot program for light rail should be considered. She also expressed concern for the probable removal of the sequoia trees located on the highway. Finally, she said that this Board should act in an advisory capacity to the Cities and Counties rather than telling the jurisdictions what to do.

The Board then heard testimony from Mrs. Dee Padrow representing the Eastmoreland Community Club who read a statement which neither supported or opposed the project. Mrs. Padrow stated that a lack of sufficient information on the project rendered her group unable to make a decision on whether to support it or not, and asked for the deferral of the project until more information was made available by the Highway Division.

Mr. John Neilson, representing the Oregon Environmental Council stated that the Council's position was in opposition to the widening of McLoughlan Boulevard.

After further discussion of this matter by the Board, Mr. Anderson moved that this item be referred back to the Transportation Committee until actions could be taken within the context of the corridor study. The motion passed.

5. FAU SYSTEM

At its meeting July 25, 1974, the Board referred this matter back to the Transportation Division to obtain input from the jurisdictions. Mr. Richard Etherington reported to the Board that all of the jurisdictions in the region had been contacted and that suggested deletions and additions have now been included on the proposed FAU System Map. Mr. Etherington then itemized the additions and deletions for the Board and stated that the revised FAU System Map is now up for consideration by the Board. He expressed to the Board that this is a system of regionally significant roads which would be eligible for urban system funds. The FAU is not a plan but is basically an eligibility map. Any changes to the map can be handled through an amendment procedure.

The Board discussed the revised map at length. Mayor Goldschmidt than moved for approval of the map with the understanding that it would be revised from time to time. The motion was seconded by Commissioner Telford.

Under discussion, Commisioner Gordon suggested that the motion be amended to provide that the road in the Rivergate area have interim designation status until Multnomah County has input with the Port of Portland on this system.

It was suggested that the motion be changed to delete the Rivergate area road at this time for inclusion at a later date. There being no objections to this deletion, the motion was changed to approve the FAU System Map with the deletion of the road in the Rivergate area. There being no further discussion, the motion was voted upon and carried by unanimous vote.

6. MT. HOOD FREEWAY

A Draft Resolution was presented to the Board for their consideration. Richard Etherington, Transportation

Director, CRAG, explained that City of Portland has adopted a resolution requesting withdrawal of the Mt. Hood Freeway and a similar resolution has been adopted by Multnomah County. The next step in the withdrawal process is for the CRAG Board of Directors to consider concurrence in these withdrawal requests. If such concurrence were desired by the Board, a draft resolution was presented to carry out such purpose.

The Board discussed the Resolution at length. One main item discussed was Item No. 4 of the Draft Resolution. Larry Rice explained that this was requesting the assistance of City of Portland and Multnomah County in the collection of information that should be forwarded to the Governor. Lloyd Anderson moved that Paragraph Four be deleted from the Resolution and Commissioner Telford seconded it. The motion failed.

Councilman Becker presented a Resolution from Gresham supporting the development of the Mt. Hood Freeway. He moved that the Board accept Resolution 690 of the City of Gresham. Mayor Balsiger seconded it. The Resolution was voted upon and denied with a vote of 27 to 9.

Mr. Larry Rice read the draft Resolution and a motion for approval was presented by Mayor Goldschmidt and seconded by Mr. Anderson. A question was raised as to whether the money allotted to this project would remain to be used again in the Portland area or whether the Governor has the ability to use the money in other areas. It was suggested that an Item #5 be added to read "That the Governor be notified CRAG urges the monies made available from this withdrawal of the Mt. Hood Freeway be reallotted in the CRAG region as deemed eligible under the provisions of the law." Mr. Anderson moved that the Resolution be amended to contain the Item No. 5 and be accepted as amended. The vote was taken, the amended resolution passing with a vote of 30 to 5 with Commissioner Telford and Councilman Becker voting No Gerard Drummond, George Baldwin and Rose Besserman abstaining.

7. PERSONNEL MANUAL

A draft Personnel Rules and Operations Manual had been presented to the Board for its consideration and approval. At its meeting, July 25, 1974, the Board tabled the matter for reconsideration at this meeting. Mr. Rice explained to the Board that the manual had been reviewed by members of the General Advisory Board and he itemized several suggested changes to the manual.

The Board then discussed the provisions contained in the draft. Mr. Anderson suggested that a change be made under 6.2.2, Vacation, reducing vacation leave in advance from ten to five days. The Board was in agreement with this suggestion. Mr. Anderson then questioned the 37½ hour workweek stating that the CRAG office should be open from 8:00 to 5:00, Monday through Firday, a forty hour workweek. The Board was also in agreement with this suggested change. Mr. Anderson then moved for adoption of the Personnel Rules and Operations Manual on a temporary basis until a committee, appointed by the Board to study the manual, reports back to the full Board in two months. The motion was seconded by Commissioner Roth and carried unanimously. Commissioner Gordon appointed Mr. Anderson and Commissioner Telford as the committee to study and make recommendations on the personnel manual.

8. CLOSE SUPERVISION

At the request of Multnomah County Board of Commissioners, A Grant Request for funds to operate a close supervision program was brought before the Board for consideration. The Grant had been reviewed on three separate occasions by the Criminal Justice Planning Committee which has recommended each time that the project not be approved for submission to the Oregon Law Enforcement Council for funding.

The project, however, is a priority Multnomah County project and they are requesting reconsideration of the Criminal Justice Committee decision.

Judge Greg Milnes, Chairman of the Criminal Justice Committee, explained to the Board that the Justice Committee is now in the process of considering Grant Requests for funding by the Oregon Law Enforcement Council and that the close supervision project is one of those under consideration. The Board will be asked to consider these projects at its meeting September 5, 1974. Commissioner Gordon recommended that this item be set over to the next meeting and have all projects ready at that time for questions and comment. There was no objection by other members of the Board.

9. MSD SERVICES

A proposed contract for services with MSD was presented to the Board for their consideration by Larry Rice, Executive Director, CRAG. The Contract between MSD and CRAG has expired as of July 1, 1974 and a new agreement is needed. At present, CRAG supplies employees to MSD under contract and needs authorization from the Board to continue.

Mayor Goldschmidt moved that the Board authorize the Executive Director to extend the 1973-74 agreement from July 1, 1974 to October 31, 1974 and employ staff as necessary and to authorize the Chairman and Lloyd Anderson to work with MSD to develop a new contract prior to expiration of extended contract. The motion was seconded by Mr. Anderson and passed unanimously.

10. COMMUNICATIONS

Councilman Ed Burke came forward to comment on the communication gap between citizens and CRAG. Several citizens are interested in holding a meeting once every two months with certain CRAG staff in attendance to inform the people of certain actions.

It was suggested that a report be made on the cost during a year and the load that would be made on the staff. In interest of time, this item was set over to the next meeting.

Councilman Burke also raised a question over certain zoning projects in Sandy and was directed by the Board to talk with Larry Rice.

There being no further business to come before the Board, the meeting was adjourned.

The next meeting of the Board of Directors is scheduled for Thursday, September 5, at 7:30 p.m.

9708 5

Remarks of Irwin S. Adams, Executive Vice President of the North Clackamas County Chamber of Commerce, before the transportation planners of the Columbia Region Association of Governments, May 15, 1975, at 7:30 P.M., in the Milwaukie High School Auditorium.

I am Irwin S. Adams, Executive Vice President of the North Clackamas County Chamber of Commerce, residing at 2453 Lake Road, Milwaukie, Oregon, and appear here in behalf of a membership of 590.

We have noted press references with regard to 5 public informational meetings to be held by Transportation planners of the Columbia Region Association of Governments, and appear at this particular meeting, because it is most local to our area of service.

Copy in Con 160 Mt Hood Fwy

It appears that an indicated premise is that the Mt. Hood Freeway will not be built. We question this assumption, because it is our understanding that there will be a vote by the citizens of Multnomah County as to whether or not their interests will be adequately served without this facility. We suggest that actions predicated on no Mt. Hood Freeway under this circumstance must of necessity be tentative.

On a number of occasions the North Clackamas County Chamber of Commerce, in correspondence with the Governor's Task Force on Transportation, and others, is on record as strongly supporting the Mt. Hood Freeway as being in our substantial interest. Also, it is our understanding that the Board of Commissioners of Clackamas County have in the past taken a like position.

Most specifically at this meeting the North Clackamas County Chamber of Commerce wants to direct its testimony to the immediate essentiality of six-laning McLoughlin Boulevard. It is our understanding that this pressing matter has been tabled by the CRAG Executive Board. We respectfully suggest that whatever might occur with light rail, whether or not there should ultimately be light rail to the Oregon City Shopping Center, that the present need for additional lanes on McLoughlin Boulevard is indisputable and that construction thereof be given immediate attention.

It is our further understanding that the Oregon Department of Transportation in testimony before the CRAG Board has established that the Multnomah County Line-Clackamas Highway Section of McLoughlin Boulevard, including the Reedway-County Line Section, is needed without the Mt. Hood Freeway. The ADT(average daily traffic)is 38,000 vehicles at Tacoma and McLoughlin, and that the existing capacity at that intersection is but 35,000 vehicles. Also, at the Tacoma intersection the traffic was projected as 50,000 ADT in 1990 with the Mt. Hood Freeway, and at 58,000 ADT without the Mt. Hood Freeway in 1990.

It appears undeniable that traffic is now at the point of breakdown, and can only get worse. Further, that an F-level of service is now being experienced at peak traffic times---an unquestionably inadequate stop and go situation.

Remember that these analyses are predicated upon the existence of some kind of major transit facility, whether road or rail, and a percentage of ridership would be handled by that means. Accordingly, we petition the CRAG Executive Board to take the matter off the back burner, and get the six-laning solution underway, thus relieving the intolerable situation that presently exists.

The North Clackamas County Chamber of Commerce respectfully requests that the CRAG Executive Board act affirmatively in this matter without delay to correct an unsatisfactory solution that undeniably is presently existing. The extension of six-lanes from Reedway to the Clackamas Expressway can provide an immediate improvement to level of service "C" during peak hours.

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METROPOLITAN ENGINEER

Thank you for the opportunity to be h

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Klaboe ✓
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OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mult. Co. Line -
Clackamas

April 2, 1975

NOTED
E. S. HUNTER

Mr. Clyde Brummell
Home Builders Service Center
8435 SE 17th Avenue
Portland, OR 97202

Dear Sir:

I have your March 28 letter which requests information on the scheduling of improvements of McLoughlin Blvd. and SE Ochoco Street.

The Highway Division's application for A-95 review of the McLoughlin improvement project was tabled last fall by Columbia Region Association of Governments. Further action on the project by CRAG is awaiting completion of their interim transportation plan for the region, which is supposed to be out by July 1 of this year. The question before CRAG, which their transportation plan should clarify, is (1) whether light rail transit should be designated in this corridor and, if so, (2) what affect on the required capacity of McLoughlin Blvd. will light rail have.

Hopefully, shortly after July 1 the transportation plans for the future in the McLoughlin corridor will be clearer, thus allowing CRAG to act on the specific question of improvements for McLoughlin Blvd. In the meantime, all we can do is wait. I appreciate your concern for getting on with improvements that affect your property and I wish I could give you more definite information.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

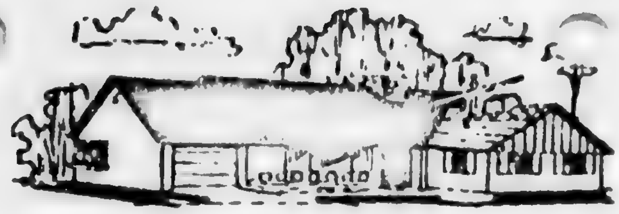
ELH/cr
~~bc~~ E. S. Hunter w/attach.
L. W. Rulien "

RECEIVED
APR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3122

◆ MAINTENANCE
◆ LEASING
◆ FINANCING

◆ COMMERCIAL
AND
◆ INDUSTRIAL



FROM IDEAS TO MOVE IN, OR REMODEL TO NEW IDEAS

Home Builders Service Center
8435 S. E. 17th Avenue
PORTLAND, OREGON 97202
•
Telephone: 233-4841

March 28, 1975

Mr. Ed. Hart,
State of Oregon Highway Dept.
District Engineers Office,
P. O. Box 02157,
Portland, Oregon, 97202.

Dear Mr. Hart:

This letter is in reference to that portion of the improvements off S. E. McLoughlin Blvd., west on S. E. Ochoco to the east bank of Johnson Creek.

We have been waiting for over 18 months for a decision as to when this project would be funded or right-of-way acquistion started. I am sure you can appreciate mine and the neighbors position in that we have M-2 property which we cannot develope even though we have city sewer and city water to the area. We cannot petition for a street improvement as all public bodies, the City of Milwaukie and the City of Portland advise it is not possible due to the fact of State of Oregon proposed widening of S. E. Ochoco.

There is sufficient public transportation on S. E. McLoughlin and S. E. 17th for future job applicants once this area is developed. We estimate there would be approximately 181 new jobs brought to the area if we knew when we could build.

Please advise me of the status of this proposed project and see if you, me, and the neighbors might get together to discuss same for my conversations with them is they, like me, would like to know what to plan on.

Very truly yours,

Clyde V. Brummell

Clyde V. Brummell.

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BUILDING DIVISION — CLYDE V. BRUMMELL, AGENCY

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PRO 4-3

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FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
SALEM, OREGON

DATE December 2, 1974

TO ✓E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
S.E. Reedway-Milwaukie Section
Pacific Highway East
Multnomah/Clackamas Counties

Attached for your information is an assessment on subject section, concurred in by the FHWA, indicating that the following environmental documentation is appropriate: Draft Environmental Impact Statement.

Project Management classifies this section as a category 2 project. Action Plan procedures must be implemented for all activities following corridor/design approval.

BLG:ljt
Att.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
Gary A. Potter
R. E. Royer
Gary Sund
H. S. Cox
B. L. Gifford
D. E. Swan
E. L. Hardt, Region 1
District 2 Engineer
R. N. Bothman, Metro

12-6-74
cc: L W Rulien

APPROVED

APPROVED
ESH
E. S. Hunter
Date 12-6-74

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Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT *

Date November 1, 1974

A. PROJECT IDENTIFICATION

Name of Project S. E. Reedway-Milwaukie (Section) U-168(-)

Location of Project - Pacific Highway East (SE McLoughlin Blvd.) (Highway Name) #99E (Highway No., US - ORE)

Portland/Milwaukie (City) Multnomah/Clackamas (County) State Pri. 1E; Fed. Aid METRO/Region I Pri. 26 (Region)

Program Federal Aid Urban (Funding) $9,200,000 (Estimated Cost) 26-1902; 3-1453; 3-1468 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To widen and improve McLoughlin Boulevard from a four-lane to a six-lane facility. Justification for the widening projects is based primarily on present and projected levels of traffic congestion and accidents records.

Origin and History: (See Part B in Addendum)

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 3.90 total

Termini The northerly terminus is at the intersection of S.E. Reedway. The southerly terminus is at the intersection of S.E. Park Avenue. (M.P. 3.17 to 6.87)

Alignment (new or existing) The alignment of the proposed projectwould generally follow that of the existing highway, with the majority of the widening on the easterly side.

---

* This assessment is a comprehensive overview of three Grading, Paving, and Widening projects on S.E. McLoughlin Blvd. The three project sections are (1) S.E. Reedway-Clackamas County Line, (2) Multnomah County Line-Clackamas Highway, and (3) Milwaukie, hereafter referred to as Project #1, #2, #3, respectively.

See Addendum for supplemental information.

CATEGORY 2 PROJECT

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Amount varies with improvement plans for connecting streets. Maximum 18 residences (minimum 8) and maximum 29 (minimim 27) businesses would require relocation or modification to their existing facility.

Typical Section Six 12-foot travel lanes, two 10-foot shoulders, and variable 4-16 feet medians with sidewalks as required.

Bikeway A Class II, 10-foot wide bikeway is planned from River Road south on the westerly side of the roadway, Project #3.

Structures

(See C5 in Addendum)

Additional Facilities

(See C6 in Addendum)

Access Control

(See C7 in Addendum)

Materials Quantities not identified.

Borrow and ~~Waste Disposal~~ aggregate source Commercial or private sources in the Portland-Milwaukie area would be considered for these projects.

Special Construction Methods (See C8 in Addendum)

Characteristics (ADT) (See C9 in Addendum)

Other General Information (or Supplemental information to items)

a. The projects would not affect any publically owned parklands, recreational facilities, wildlife refuges, game management areas, or historical entities listed in or eligible for inclusion in the National Register of Historic Places.

(See C10 in Addendum)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The alternatives to the present proposal which would need to be discussed in an environmental document are the following:

A. No-Build (with consideration of the regional highway plans).

B. No-Build (with incorporation of mass transit systems):

(1) Express bus system

(2) Light rail system

(3) Combination of above with other, e.g. car pooling, etc.

C. Improvements to the present four-laned facility.

D. Widening to six-lanes with mass transit systems.

To date, alternatives have primarily dealt with modifications to the horizontal alignment to allow for six lanes.

(Further discussion in Part D of the Addendum).

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) A combined corridor/design hearing was held on Project #1, May 5, 1970. Many concerned citizens, neighborhood groups, and other organizations have provided input to the proposal.

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type Combined corridor/design Tentative Date(s) Not scheduled

A-95 Review: ☐ Not Required ☒ Required

Date Submitted (See Part E in Addendum) Date Received

Expected Coordination with Local, State and Federal Agencies All affected utility companies, CRAG, counties, cities, special districts, Tri-Met, Portland Traction Railroad, Southern Pacific, Federal agencies, etc.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Neighborhood groups (such as the Eastmoreland Community Association and Sellwood-Moreland Community Improvement Association), business groups, environmental groups, etc. Coordination should be expansive.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status — Date
☒ Survey Authorization
☐ Reconnaissance NA
☒ Field Location Project #1 & #3
☒ Office Location Project #2
☐ Field Prel. Design
☐ Office Prel. Design
☐ Final Design
☐ Contract Plans

FHWA

Status — Date
☐ Systems Planning NA
☐ Prel. Engineering
☐ Corridor Approval
☐ Design Approval
☐ Plans, Specifications and Estimates Approval

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The natural setting of the area is the valley floor of the Willamette Lowlands. The Willamette River parallels the projects ±one mile to the west. One "elbow" of the river borders Project #3 near the CBD of Milwaukie. The terrain is nearly flat. The soils are primarily clayey silt. Annual precipitation is about 44 inches. The area is drained by three creeks--Crystal Springs, Johnson, and Kellogg. Lakes near the highway are Crystal Springs Lake in the Eastmoreland Golf Course, a small lake and artificial pond in Westmoreland park, and Kellogg Lake. The water and grassy areas adjoining are a significant local wintering place for several species of waterfowl. Prominent among these is a flock of Baldpates numbering several hundred. The streams in the area are brood areas for resident cutthroat trout and have some value as migration routes for certain anadromous fish (salmon, trout). The streams provide a habitat for aquatic life. McLoughlin Blvd. is landscaped with borders of giant sequoia, cottonwoods, maples and pin oaks along Projects #1 and #2. Dense native trees and shrubs border the southern part of Project #3.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The cultural setting is urban, lying within the cities of Portland and Milwaukie. The land paralleling McLoughlin Blvd. is generally zoned for industrial and commercial usage, with the surrounding area zoned for apartment and residential use. Residential communities in the subject area are Westmoreland, Eastmoreland, Sellwood, Ardenwald, Ardgour, Waverly Heights, Knight, East Milwaukie, and Milwaukie Heights. A general commercial ribbon pattern has developed along either side of McLoughlin. Public land uses are Westmoreland Park and Eastmoreland Country Club. Reed College is near Project #1. Southern Pacific and Portland Traction railroad tracks traverse the highway. The landscaping along the boulevard contributes to it being an extremely scenic highway. However, "competing" commercial signing and "congested" development distracts from the esthetics of the highway.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

The total right-of-way figure in acres is not available. Furthermore, the amount of right-of-way varies with improvement plans for connecting streets.

Consequences: Depending upon the improvement plans, a maximum of 18 residences (minimum 8) and 29 (minimum 27) businesses would require relocation or modification to their existing facility. Major commercial relocation is associated with the Milwaukie CBD in Project #3. Two hundred and nine (209) ownership parcels are affected.

2. Estimated Changes in Traffic Patterns:

The proposal included plans for eliminating or controlling access, improving some connections, improving signalization at intersections, and eliminating left turns except from refuge lanes and at signalized intersections, in addition to the widening to six lanes.

Consequences: These improvements would improve the level of service, reduce traffic congestion and decrease the accident rate.

Preliminary Assessment of Impacts (cont.)

3. **Estimated Changes in Land Use:**

The proposal would directly convert some residential, commercial, industrial, and railroad land to highway use. Indirect changes would be to increase adjoining land values and to encourage commercial/industrial growth.

Consequences: The right-of-way required for widening in Project #3 would relocate the commercial facilities now blocking a view of the Willamette River. A study is underway for a Milwaukie Riverfront Park in this area. The roadway could thus result in a park development in the area.

4. **Expected Adverse Effects on Natural Ecological Resources:**

Projects #1 and #3 would require channelization of Johnson Creek. Project #3 calls for filling in a portion of Kellogg Lake. Channelization and riprapping would affect the aquatic life in this creek and lake. In response to the Notice of Intent on Project #1, the State Executive Department (June 24, 1970) stated:

~~Consequences~~ "We are concerned that the project not create any more damage to Johnson Creek. The stream has been clobbered several times in the past during spawning season."

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

The removal of the easterly border of giant sequoias on Project #2.

Consequences: Public reaction would be adverse to this portion of the proposal.

6. **Preliminary Idenfification of Areas of Critical Environmental Concern:**

As such, there are areas of critical environmental concern:

a) Noise and air quality
b) Residential and commercial development
c) Stream changes
d) Removal of sequoias

7. **Potential for Controversial Issues:** The following list of issues have been/will become issues:

a) The improvement in relation to CRAG's transportation plan.
b) Criteria (primarily ADT projections) used to justify the projects.
c) Extensive residence and commercial displacement.
d) Mass transit plans for McLoughlin Blvd.
e) Acquisition of Portland traction right-of-way.
f) Removal of sequoias.
g) Noise and air quality impacts.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Investigation would be necessary. Air pollution should decrease as traffic flows improve and mass transit is introduced. However, increase in absolute numbers of users may cause standards to be exceeded.

b. Noise Standards

Investigation would be necessary. Noise pollution should decrease somewhat as traffic flows improve. However, increase usage may cause violation of standards.

c. Water Quality Standards

Investigation would be necessary. Proposal appears to be consistent with standards.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		XXX	
Urban Economist			XXX
Water Quality Spec.		XXX	
Acoustical Engineer			XXX
Air Quality Engineer			XXX
Cultural Geographer		XXX	
Urban Planner			XXX
Geologist		XXX	

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)
Normal procedures for major project.

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)
Normal procedures for major project

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)
Normal procedures for major project.

REGION -
(Environmentalist, Resident Engineer)
Normal procedures for major project.

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☒ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☒ Draft EIS (inclusive of three project sections)
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ____________________

I concur. Also Final EIS will be necessary - Christianson

ADDENDUM

A. PROJECT IDENTIFICATION

1. Estimated Cost.

Project #1	(S. E. Reedway-Clackamas County Line)	$2,300,000
#2	(Multnomah County Line-Clackamas Hwy.)	4,200,000
#3	(Milwaukie)	2,700,000
	TOTAL	$9,200,000

B. PURPOSE AND ORIGIN OF PROJECT

1. Origin and History.

S.E. McLoughlin Boulevard is a major Portland metropolitan area arterial highway. It feeds a heavily developing residential area including Oregon City and eastern Clackamas County.

McLoughlin Boulevard was constructed in the early 1930's and was one of the first four-laned facilities in the State of Oregon. Historical auto growth on McLoughlin has increased at a rate of about 3½% per year. It is now one of the most heavily traveled in Oregon. This ADT increase has necessitated improvement which has been in various planning and engineering stages for approximately eight years. The Portland-Vancouver Metropolitan Transportation Study 1990 Plan considered the need for a six-laned facility and listed it as a committed project. The roadway section immediately north of the subject projects, Ross Island Bridge to S.E. Reedway, was improved to six lanes about three years ago. The public hearing on that section was held on July 18, 1967.

The Highway Division's proposal for widening McLoughlin from Reedway to the Clackamas County Line was presented in a combined corridor/design public hearing on May 5, 1970. The proposal met with adverse reaction, primarily over the issue of removal of a row of deciduous trees along the easterly side of the highway to make room for widening to six lanes. Re-evaluation of that section's alignment was required.

The other projects, #2 and #3, have not been presented in public hearings. However, CRAG, environmental groups, neighborhood associations, etc. have voiced resistance to the widening of these sections. Some issues are still unresolved, such as the integration of mass transit into the corridor. Location and planning preparation has temporarily stopped on the projects (Reference Inter-Department Correspondence from E. S. Hunter to Victor D. Wolfe, dated September 26, 1974), awaiting completion of CRAG's urban transportation system plan. The plan is scheduled for completion at the end of the calendar year 1974. Projects #1 and #2 are included in the OSHD six-year implementation program, 1977 and 1979, respectively. Project #3 is not programmed.

C. DESCRIPTION OF PROJECT

1. Length.

Project #1	1.42 miles	
#2	1.07 miles	(and 1.4 miles of city and intersecting streets)
#3	1.41 miles	
	3.90 miles	TOTAL

2. Termini.

For Project #1, the termini are S.E. Reedway to ¼-mile south of S.E. Tacoma Street at the Clackamas County Line. For Project #2, Multnomah County Line to approximately 500 feet south of the Clackamas Highway Interchange, within the City of Milwaukie. Project #3, north of River Road to the intersection of S.E. Park Avenue.

3. Right-of-Way.

a. Project #1. There are a total of eighteen (18) files on this project. There would be one (1) family and six (6) business operations which would be either displaced or would be required to rebuild or rehabilitate their improvements on the remainders. Three (3) of the businesses may request relocation. The Southern Pacific railroad has indicated that they would release property which will provide for widening this section of the easterly side of the tree border.

b. Project #2. This project would directly involve 29 properties. There are five (5) residences and seven (7) businesses which would require relocation.

c. Project #3. There would be 162 ownership parcels affected. There are two (2) residences and fourteen (14) businesses which would require relocation. If River Road is relocated, ten (10) additional residences and two (2) businesses would require relocation. Some Portland Traction Company right-of-way would be required.

4. Bikeway.

No bikeways are proposed for Projects #1 and #2. On Project #3, Clackamas County Bike Planning Commission has requested a bikepath on the old interurban track pattern from Milwaukie to Oregon City.

5. Structures.

a. Project #1. The existing Bybee Boulevard structure would be reconstructed to provide adequate horizontal and vertical clearance. A detour structure would be provided for ByBee Boulevard traffic. The existing structures over Crystal Springs Creek and Johnson Creek would be widened to accommodate six lanes. A pedestrian overcrossing at the Union Manor Retirement Home on the west side of McLoughlin has been requested by the residents.

b. Project #2. Portland Traction Company railroad overcrossing would require complete revision. Shoo-fly structure may be required, although it may be possible to construct the new bridge under railroad traffic with short periods of closure.

c. Project #3. Kellogg Creek box culvert would require extension and replacement of fish ladders. Southern Pacific railroad overpass would be reconstructed, possibly necessitating construction of a shoo-fly structure. The construction of a new bridge, a River Road-Johnson Creek structure, is under study, as is an overpass for 7th Avenue. A pedestrian overpass would be studied.

6. Additional Facilities.

a. Project #1. The intersection of McLoughlin Boulevard and Tacoma Street is presently operating at forced flow during peak hour periods. Capacity improvements on Tacoma Street would be necessary.

b. Project #2. A new street (S.E. 27th Avenue) would be located between S.E. Moores and Beta Street, on the easterly side of McLoughlin. Ochoco Street would be four-laned between the two frontal road intersections on east and west sides. This four-laning is required for storage and to provide left turns through the signals. Beta Street will be a curbed facility with sidewalks and driveways as required. Milport Road would require widening on the westerly side.

c. Project #3. River Road would be rerouted to connect with Hanison Street.

7. Access Control.

This would be an expressway-type facility with semi-controlled access and revision of signals at major intersections. Cross lane turning would be eliminated except at controlled signalized intersections.

a. Project #1. The City of Portland has requested connections for the northbound McLoughlin traffic onto Bybee Boulevard and for Bybee Boulevard northbound traffic onto McLoughlin. Request appears too costly for consideration.

b. Project #2. Clatsop Street intersection would be closed initially for cross traffic. However, to provide adequate industrial usage, signalization of this intersection might be required. Moores Street on the easterly side would have two cul-de-sacs on the east side of the highway and at the end of the street. On the west side, Moores Street would be abandoned as a street. Ochoco Street would be a signalized intersection. Stubb Street would be severed from access to the highway. No Name Street (running between Stubbs and Ochoco) would be abandoned and used for supplemental parking. Beta Street would be severed. Milport Road would be a signalized intersection.

c. Project #3. Elimination or control of access would be considered where necessary to reduce traffic hazards.

8. Special Construction Methods.

The soils and flat terrain may create drainage problems which must be resolved. The surface and subsurface soils are basically clayey silt to a depth of four feet or more. Surface drainage in the area is not good, with a high water table and slow water premiability. The entire area of these projects is presently served by inadequate storm sewer drainage.

9. Characteristics (ADT).

S.E. McLoughlin Boulevard between Reedway Street and the Clackamas Expressway presently carries approximately 38,000 vehicles per day, of which about 6% are trucks. The 1973 range is 32,000-39,000 vehicles per day, exact estimates being dependent upon which site on the boulevard is under measurement. The volume that this facility can carry without encountering much delay is 30,000 vehicles per day. Level of service "E" (unstable flow, delays not due to backups ahead) is in effect. At McLoughlin Boulevard and Tacoma Street, the level of service is "F" (forced flow) during peak hour periods.

Traffic projections have been analyzed based on three different future transportation systems: (1) assuming existing street system, with I-205 complete, and high level transit as proposed in DeLeuw Cather's *1990 Public Transportation Master Plan*; (2) assuming existing street system with I-205, Mt. Hood Freeway, and DeLeuw · Cather's high level transit; and (3) assuming the existing street with I-205, without the Mt. Hood Freeway and with transit as proposed in the work of the Governor's Transportation Task Force. The projected 1990 traffic levels range from 47,000-57,000 vehicles per day, depending on which future transportation system is chosen. Without widening, the level of service would be "F" (forced flow, jammed).

Widening McLoughlin Boulevard to six lanes would increase the capacity today to 45,000 and would allow level of service "C" (design capacity, stable flow, acceptable delays). By 1990, the capacity would be 50,000 assuming an increase in transit ridership during peak hours and carpooling. Traffic volumes between 47,000-57,000 would result in a level of service "C" to "E".

For purposes herein, it will be assumed that with slight variations, the existing and projected ADT figures listed above are appropriate for the section south of Clackamas Highway to Park Avenue (Project #3).

10. Other General Information.

b. Project #1. At the southerly end of the project, the highway crosses Johnson Creek. The project proposal would channelize a portion of Johnson Creek, in conjunction with the proposed structure across the creek. Project #3. Johnson Creek would be channelized in the southerly project, also, to accommodate the new alignment of River Road. It would be necessary to fill (riprapping) into Kellogg Lake to allow for widening. Since Project #3 opens a vista to the Willamette River in the business district, a special study would be incorporated relative to a proposed Milwaukie Riverfront Park. Also, a study would be necessary for the Kellogg Lake frontage.

D. LOCATION AND/OR DESIGN ALTERNATIVES.

The major issue which has caused alternative alignment proposals has been the rows of trees that border McLoughlin Boulevard along Projects #1 and #2. Most of the trees that border on the highway right-of-way were planted when the road was constructed in the early 1930's. The deciduous trees along Project #1 are cottonwoods, maples, and pin oaks. Project #2 is bordered by grant sequoias (Sequoia gigantea), planted in 1933 and now thirty (30) inches or more in diameter. These plantings have contributed to making McLoughlin an extremely scenic Portland area boulevard.

The citizen reaction to the proposal presented at the public hearing on Project #1, Reedway to the county line, was adverse concerning the Highway Division's highway alignment which would have removed the row of trees along the east side of the highway. The tree plan that was presented at the hearing involved moving the trees wherever feasible and planting new trees to replace the ones that could not be moved. Of the 105 trees on the easterly side, approximately forty (40) could have been moved. Because of the objections to this plan, the proposal was re-evaluated. The revised plan was to provide parking bays, intermittent on both sides, along the length of the project between the trees. It still would have been necessary to remove a few of the trees to make room for some of the bays. Another proposal was considered that six-laned the highway between the trees and yet would not have removed the tree borders. This proposal necessitated special design considerations to allow for drainage and aeration of the tree roots.

The tree problem on Project #1 has tentatively been resolved by the present proposal. The proposal constructs the northbound lanes of McLoughlin easterly of the east tree line, passes under the Bybee structure and leaves the trees untouched in the median area. This alignment plan is contingent upon the Southern Pacific Railroad, who owns the affected right-of-way. The Highway Division has negotiated with the railroad and has verbal agreement that we can either purchase outright or obtain a permanent easement.

Project #2 is bordered by giant sequoias. The present proposal would remove the row on the easterly side and a few on the westerly side to allow for widening. The OSHD, early in the prior construction planning, provided for additional trees to be planted east of the highway along Main Street, fronting International Harvester and Holman transfer properties. This row of trees, Armstrong Red Maple trees, are showing a good growth and were planted early in 1969. With the removal of the eastside sequoias, the new growth of trees would be well underway. Once again, the sequoia removal would undoubtedly be an issue in this project.

Project #3 would have minimal effect of landscaping.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

1. Public Hearings.

Public hearing(s) would be required on the projects.

2. A-95 Review.

a) Project #1. An A-95 was submitted on this project March 16, 1970. The state responded on April 21, 1970. The district did not respond.

b) Project #2. Two A-95's were submitted, May 27, 1970 and March 25, 1974. For the first A-95, A-95 was received back from the state on June 24, 1970 and from the district on July 21, 1970. For the second A-95, the state responded on April 24, 1974. The district has not responded.

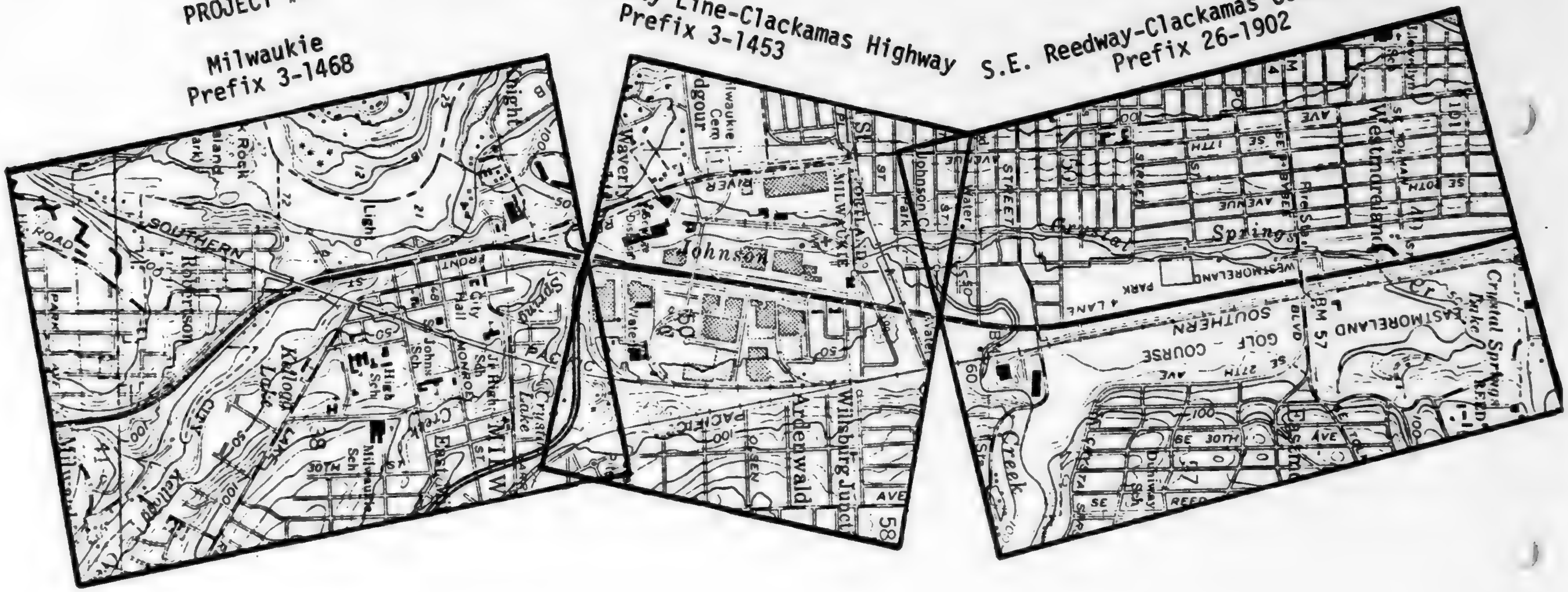
c) Project #3. The A-95 has not been submitted.

3. Expected Coordination with Local, State and Federal Agencies.

Any project which proposes upgrading McLoughlin Boulevard would have to include integrated planning for mass transit. Various mass transit plans have been presented for developing McLoughlin as a transit corridor. However, these plans are still in the preliminary stage. Recent studies by the PUC and the Governor's Task Force on Transportation have considered the Portland-Oregon City corridor as a prime candidate for a light rail system. The proposal is to use the Portland Traction right-of-way which generally parallels the Willamette River. The rail line, which was used as an interurban passenger line until 1958, carries only moderate amounts of freight traffic at present.

Tri-Met is investigating McLoughlin as an express bus route with a major park and ride station near the Milwaukie CBD which would act as a transfer point for feeder systems. Several sites have been investigated. The city of Milwaukie has suggested five sites for a station.

Hopefully, CRAG's urban transportation system plan will provide guidance for future planning of improvements in the corridor. CRAG suggests that ODOT, Tri-Met and affected local jurisdictions will have to engage in a joint corridor planning effort with full citizen participation prior to any capital improvements program for the highway.



Westmoreland
Crystal Springs Lake
EASTMORELAND
BM 57
GOLF - COURSE
SOUTHERN
Duniway Sch
Creek
Johnson C
Park
PORTLAND
MILWAUKIE
Milwaukie Cem
Johnson
Wilsburg Junct
Ardenwald
PACIFIC
Crystal Lake
City Hall
Jr High Sch
High Sch
Milwaukie Sch
Kellogg Lake
Robertson
Light
Knight

PROJECT #3

Milwaukie
Prefix 3-1468

PROJECT #2

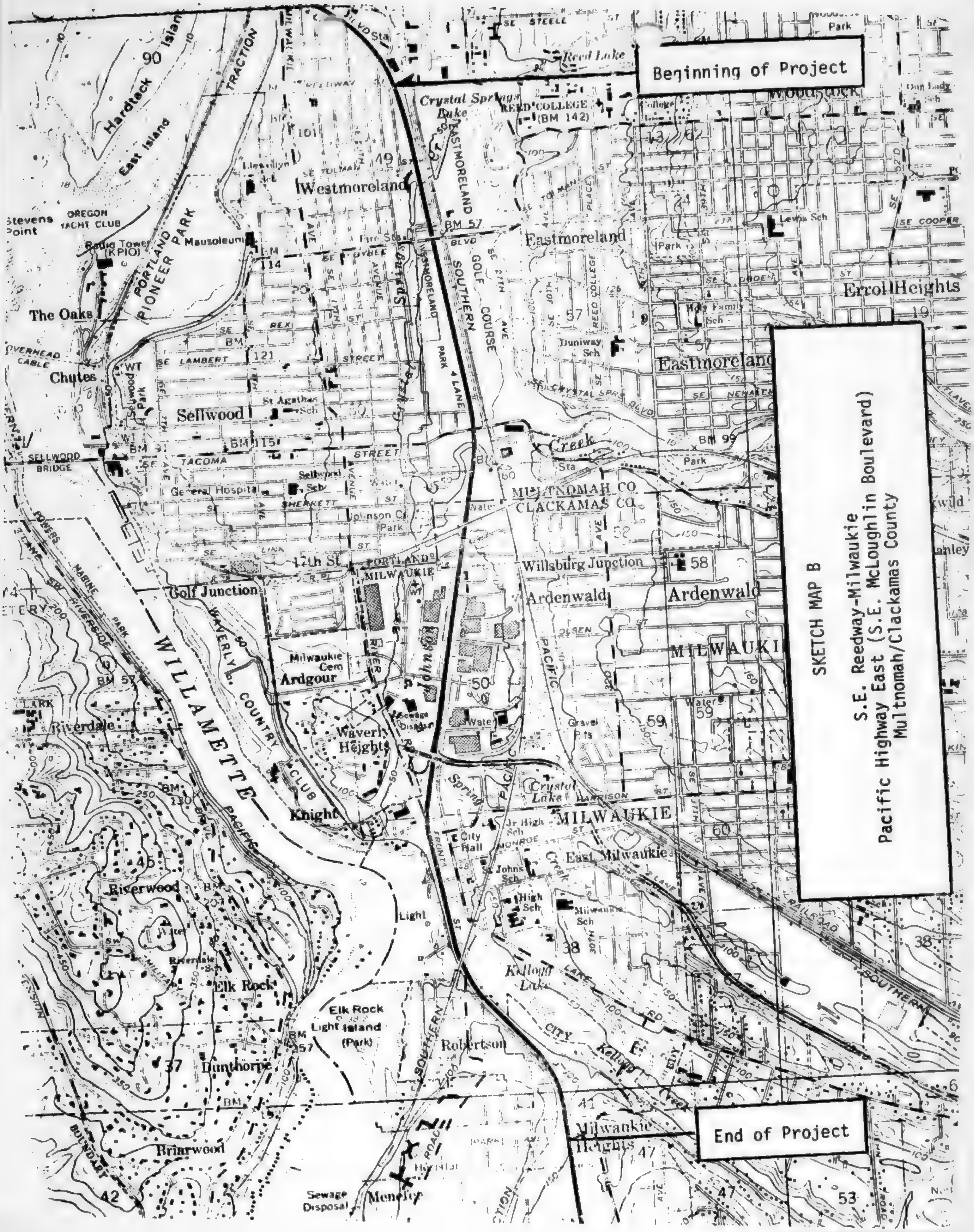
Multnomah County Line-Clackamas Highway
Prefix 3-1453

PROJECT #1

S.E. Reedway-Clackamas County Line
Prefix 26-1902

SKETCH MAP A

Three Project Sections on Pacific Highway East
S.E. McLoughlin Boulevard



SKETCH MAP B

S.E. Reedway-Milwaukie

Pacific Highway East (S.E. McLoughlin Boulevard)

Multnomah/Clackamas County

Beginning of Project
End of Project
Reed Lake
Crystal Springs Lake
REED COLLEGE
Woodstock
Hardtack Island
East Island
Stevens Point
OREGON YACHT CLUB
Radio Tower (KPIO)
PORTLAND TRACTION
PIONEER PARK
Mausoleum
Westmoreland
EASTMORELAND GOLF COURSE
Eastmoreland
Lewis Sch
Errol Heights
Holy Family Sch
Duniway Sch
The Oaks
Chutes
Sellwood Park
St Agathas Sch
Sellwood
SELLWOOD BRIDGE
SE TACOMA STREET
General Hospital
Sellwood Sch
Johnson Cr Park
MULTNOMAH CO
CLACKAMAS CO
Willsburg Junction
Ardenwald
Golf Junction
WILLAMETTE
Milwaukie Cem
Ardgour
WAVERLY COUNTRY CLUB
Waverly Heights
Sewage Disposal
Riverdale
Knight
Crystal Lake
MILWAUKIE
City Hall
Jr High Sch
St Johns Sch
High Sch
Milwaukie Sch
East Milwaukie
Riverwood
Light
Kellogg Lake
Elk Rock
Riverdale Sch
Elk Rock Island (Park)
Robertson
Dunthorpe
Briarwood
Milwaukie Heights
Sewage Disposal
Meneter
SOUTHERN PACIFIC
Gravel Pits

9708

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: November 26, 1974

In reply refer to: 1041DA.6

SUBJECT: Oregon U-168(-)
S.E. Reedway-Milwaukie Section
Pacific Highway East

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The Project Assessment for this section has been reviewed by FHWA Division personnel. Our Metro and Region 1 Area Engineers are familiar with the field conditions and have concurred in the type of environmental document required.

I concur with the proposed documentation. A copy of the Assessment is returned as requested.

for William H. Kappus
G. L. Green

Attachment
Project Assessment

RECEIVED
STATE HWY ENGR
NOV 27 '74
REFER TO Schroeder
FOR

NOTED
R. L. SCHROEDER

ORIGINAL TO
Rulien w/attach
Copy - Potter
11-29-74

RECEIVED
NOV 29 1974
Office of
Assistant State Highway Engineer

B— 4—The Community Press (CW) August 21, 1974

Spence

CRAG advises study-delay on McLoughlin Boulevard widening

By PATTY MANTIA

MORELAND—To widen or not to widen, that is the question.

The answer: Wait 60 to 90 days until a study of transportation corridors in the Portland metro area is complete and priorities selected.

That's what the CRAG (Columbia Region Association of Governments) board decided to do last week when asked its o[illegible]on on the $3.35 million plans to widen McLoughlin Boulevard between the Multnomah County line and the Clackamas Highway.

The roadway is now four lanes. Plans call for widening to six lanes in the 1.07 mile stretch.

The State Department of Transportation has had plans to widen McLoughlin for quite a few years. In 1970, the CRAG board of directors urged the project go ahead. It never got off the ground.

Now the state is sending it through local review again, to see if changed policymakers w[illegible] different attitudes mean a different view on the project.

"I'm not prepared to spend any more money until we know what the goals and objectives of CRAG are and until we have a transportation system," George Baldwin, state transportation director told CRAG members last week.

"Unless you guys say you really want it, we're going to stop the project right now," Baldwin said, noting that changes in city and county policymakers over the years cost the state some money on the Mt. Hood Freeway.

He made it clear that the state doesn't want to spend monies on expensive preliminary engineering studies that have no chance of leading to the widening project.

CRAG members then decided to await a transportation task force staff report outlining corridors in the area which have transportation problems and priority projects which could alleviate these problems.

Though no action was taken, representatives of the Eastmoreland Community Club, the Oregon Environmental Council and the Milwaukie City Council were on hand to express their concerns.

The Eastmoreland Club member indicated residents are concerned about the noise, traffic and air pollution the widening may generate.

"We're not for or against," the resident said, "We don't know enough yet to make a judgment." She urged citizen participation in the matter.

Transportation director Baldwin assured that if it is decided to proceed on preliminary studies, citizens would be plugged into those studies.

John Nelson, representing the Oregon Environmental Council, told CRAG members to put aside the plans and "give transit an opportunity to work."

McLoughlin Boulevard already contributes fumes and noise to the residential areas and parks surrounding it, Nelson noted, saying the traffic provides a "constant hum in one of the city's nicer neighborhoods."

He questioned the environmental soundness of subjecting the Eastmoreland area to the proposed 50,000 vehicles per day—the proposed capacity of the widening thoroughfare.

Milwaukie city councilperson Joy Burgess urged CRAG to allow the local jurisdictions in the McLoughlin corridor a chance to "give input as to their desires and wishes."

She said that the widening will "continue to allow people to jump into their cars to downtown Portland and complicate your parking problem," and called for an emphasis on buses and mass transit.

Further, Burgess told the CRAG members, citizens are concerned about the future of the giant Sequoia trees which would be axed by the widening. The Sequoias are located near the Milwaukie industrial district.

"The need can be seen for the widening," Jack Sullivan state transportation department engineer, told the CRAG board. In 1973, McLoughlin Boulevard at this affected point had 38,000 average daily trips. The design capacity of the roadway is 30,000 trips, Sullivan said.

It's now operating at an "E" level of service, he said, which in traffic engineer jargon means "unstable flow."

The demand on the roadway by 1990, Sullivan said, will be close to 54,000 average daily trips (ADP). Without the widening, he continued, the level of service will be "F": forced flow, jammed.

If McLoughlin Boulevard is widened to six lanes on this one mile stretch, its capacity would be 50,000, Sullivan said. "The level of service would be "D" in 1990 which is an acceptable level of service in Portland today," Sullivan added. "D" is approaching unstable flow.

Noting that even if the roadway were widened, demand would be 4,000 trips per day above capacity, Sullivan said transit improvements and carpooling should go hand and hand with the widening project.

If this portion of McLoughlin Boulevard is widened to six lanes, there will continue to be a bottleneck on the four-lane area to the north. This would also have to be dealt with in the future, highway officials note.

8-21-74

9708

309-K

RECEIVED
AUG 26 1974
Office of
Assistant State Highway Engineer

NOTED
F. B. KLABOE

NOTED
R. L. SCHROEDER

TRI

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
June 14, 1974

FROM: R. N. BOTHMAN
Metropolitan Engineer

B

SUBJECT: A95 - N. CLACKAMAS CO. LINE
CLACKAMAS HWY. SECTION
PACIFIC HIGHWAY EAST

TO:
TED SPENCE
ODOT - Planning

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

Although on the agenda for the CRAG Transportation Meeting June 14 (Item 6 of eight items to review) this subject was not discussed, the entire morning being devoted to generalized discussion, from the method of taking minutes of the meeting to a discussion of Dial-A-Ride buses.

Although prepared to discuss the A95 review of the McLoughlin Blvd. job with assistance from Bob Ewen who also spent the morning at the subject meeting, I was not able to do so and will not be available for the special meeting scheduled for June 21. Therefore, I will pass this information to you to present at that time. By copy of this memo, I will ask Bob Cunningham to attend the meeting and Bob Ewen to again be there in order that the Division be prepared to discuss the project sufficiently.

Although the CRAG staff report published June 6, 1974, indicates that the proposed project does not appear to result in a continuous six lane roadway from the Ross Island Bridge to Clackamas Highway, this is not the case. Also, the CRAG report indicates that this project is not indicated on the 1990 PVMTS Plan; this also is not the case. The fact is that this project does show on the 1990 PVMTS as a committed project. This is further substantiated by the PVMTS G-5 traffic assignment which assumes a six lane section for this project. By the way, there was confusion in which project the A95 is for - it is not for the section from Reedway to the County line but the section from the Multnomah-Clackamas County line to the Clackamas Highway. The PVMTS G-5 did assume a capacity of 60,000 ADT with six lanes and indicates a projected ADT of 61,800.

The fact that this was a committed project is also substantiated by the attached July 21, 1970 letter from the Executive Director of CRAG which "determined that each of these projects is considered as part of the area-wide Highway plan; thus meets a region need. The committee urges funding for these projects." One of the four projects in the letter is Highway 99E, Multnomah County line to Clackamas River, therefore including the section for which the A95 has been submitted. I can't explain the cause for the A95 request at this time due to the previous approval other than four years have transpired since the original approval by CRAG for this project.

Insofar as changes since the PVMTS map was drawn, the G-X5 loading which indicates the loading for the region with I-205, with high level transit, with the Mt. Hood, with I-505, and without Harbor Drive indicates an ADT loading of 46,400, thus justifying the six lane section.

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STATE [illegible] ENGR.
JUN 15 '74
JUN 18 '74
REFER TO

The G-X4 loading with I-205, with high level transit, without Harbor Drive, without the Mt. Hood, and with I-505 indicates an ADT loading for this section of 51,800.

A recent loading made with a busway alternative of the Governor's Task Force with the Mt. Hood Freeway withdrawl and transfer, with I-205, with I-505, without the Mt. Hood and without Harbor Drive indicates an ADT loading of 54,000.

Regardless of which assumption of those now under consideration, including the light rail or busway consideration for this corridor, there still remains the need to six lane this section in accordance with the regional transportation plan. I do not at this time have the current ADT but the 1972 counts for this section were 37,500. Anyone familiar with this section realizes the capacity problems now existing with the four lane section and that capacity. The above indicated additional volume anticipated under various assumptions does indicate the need for additional capacity for this section.

Insofar as a continuous six lane section, it is in fact the case that planning is now underway for the section from Reedway to the County line. The cause for the sequence which developed was due to the conflict not only involving the trees lining McLoughlin Blvd. on this section north of the one covered by the A95 in question, but the conflict with obtaining the right of way from the railroad. Within the last year the railroad has indicated they will release property which will provide for widening that section of McLoughlin providing a continuous six lane to the Clackamas Highway. I presently have under design considerations for the northerly project. A check should probably be made of the A95 status of this work.

Further approval of the subject project was received from the State (Executive Department) under the auspices of the Governor June 24, 1970, indicating "your notice of intent has been referred to the appropriate State agencies for review. All have expressed approval of the proposals."

Insofar as reviewing the A95 with respect to preliminary engineering funds and construction funds, the situation in the Metropolitan Region in my opinion dictates the commitment insofar as the regional plan for the entire project. I see no problem and recommend the need for enforcement of the entire project by the regional government, that being to completion. Re the A95 review and the CRAG Transportation Committee, it is my opinion that the Transportation Committee should address these reviews as to application in the systems planning. The implementation of that system rests with the various agencies involved. Therefore, it is appropriate that the A95 be approved as submitted.

I urge that you make every effort to pursue a decision on the A95 although it may not be necessary due to the CRAG organization relinquishing its approval by not responding to the request for review from the State Clearing House. This is unfortunate and I think an indication of irresponsible action by CRAG.

ar

cc V. B. Klaboe   R. L. Schroeder   L. W. Rulien   R. O. Cunningham
E. S. Hunter   H. S. Coulter   E. L. Hardt   H. E. Davis (CRAG)

Attachments

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

CLACKAMAS COUNTY
Canby
Gladstone
Happy Valley
Lake Oswego
Milwaukie
Oregon City
Sandy
West Linn
Wilsonville

CLARK COUNTY
Camas
Vancouver
Washougal

COLUMBIA COUNTY
Clatskanie
Columbia City
Prescott
Rainier
Scappoose
St. Helens
Vernonia

MULTNOMAH COUNTY
Fairview
Gresham
Portland
Troutdale
Wood Village

WASHINGTON COUNTY
Beaverton
Cornelius
Durham
Forest Grove
Hillsboro
North Plains
Sherwood
Tigard
Tualatin

METROPOLITAN ENGINEER
JUN 12 1974

Send co's all attached data
Bob Bothman
R
[illegible]

June 7, 1974

Mr. Larry Rulien
Project Management Engineer
Oregon State Highway Department
Highway Building
Salem, OR 97310

Dear Larry:

Enclosed is a information packet concerning the A-95 review of McLoughlin Blvd. which is to be taken up by our Transportation Committee on Friday, June 14 at 9 a.m. at CRAG. This matter has been referred to the Transportation Committee by the Executive Board for a recommendation.

A staff report has been prepared and included in the packet for the benefit of committee members. There are many questions however, to which staff has not been able to respond. In this regard, I would appreciate your attendance or your representatives at our June 14 meeting so that we can adequately respond to any questions. Only by fully informing the Committee can we expect to forward the proper recommendations to the Executive Board.

Your assistance in this matter is greatly appreciated.

Sincerely,

Hurvie E. Davis
Hurvie E. Davis

kt
enclosure

RECEIVED
JUN 10 1974
PROJECT MANAGEMENT SECTION

Agenda Item VI

A-95 REVIEW AND COMMENT REPORT

MULT. CO. LINE-CLACKAMAS HWY.
Project Title

APPLICANT AGENCY O.S.H.

CONTACT PERSON L.W. RULIEN

ADDRESS STATE HWY BLDG.

I. PROJECT LOCATION PACIFIC HWY EAST CLACK. CO.
Address and city/county

II. FEDERAL PROGRAM INFORMATION:

Common Program Name TITLE 23 USC HWYS.

Federal Administration Agency DEPT OF TRANS.

III. COSTS:

Federal 2,618,000

STATE ~~Local~~ 732,000

Other ______ (Specify Source ______)

Total 3,350,000

IV. PROJECT DESCRIPTION: (To be accompanied by a map when needed to show location)

This project involves preliminary engineering, acquisition of right-of-way, grading, paving, structures and other misc. activities to convert the existing highway from four to six lanes. The overall length is approximately 1.07 miles. The typical section will have a variable 4- to 16-foot median, six 12-foot travel lanes and 10-foot shoulders. The section will be curbed for the entire length with a variable (2-foot to 6-foot) berm behind curb. Sidewalks will be replaced where they now exist. The existing Portland Traction Railway overcrossing structure will require complete revision.

OAB: 5-3-74 ACTION: AP

CEB: 5-17-74 ACTION: REF TO TRANS. COMM. FOR THEIR REVIEW

FILE NUMBER: 745-1

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Multnomah Co. Line-Clackamas Hwy. District 2

11 12] PROJECT LOCATION CITY [45: Pacific Highway East | 46] PROJECT LOCATION COUNTY [79: Clackamas

12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71

05–09 This project involves preliminary engineering, acquisition of right-of-way, grading, paving, structures and other misc. activities to convert the existing highway from four to six lanes. The overall length is approximately 1.07 miles. The typical section will have a variable 4- to 16-foot median, six 12-foot travel lanes and 10-foot shoulders. The section will be curbed for the entire length with a variable (2-foot to 6-foot) berm behind curb. Sidewalks will be replaced where they now exist. The existing Portland Traction Railway overcrossing structure will require complete revision.

10

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,618,000		732,000			3,350,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 | REGIONAL Yes ☐ 31 No ☐ 32 | LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A 95: Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT: Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED: Yes ☒ 39 No ☐ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: April | 43] DAY [44: 30 | 45] YEAR [46: 1974

Form PNRS-1 Page 1

STAFF REPORT

McLOUGHLIN BLVD.

Project Description and Continuity

This A-95 project covers that section of McLoughlin Blvd. between the Multnomah County Line and the Clackamas Highway. The project calls for widening McLoughlin Blvd. from four to six lanes from about S.E. Tacoma Street south to the Clackamas Expressway. More project details are on the enclosed A-95 Notification and map.

Presently, McLoughlin Blvd. is six lanes wide from the Ross Island Bridge south to S.E. Reedway. The proposed project does not appear to result in a continuous six lanes of roadway from the Ross Island Bridge to Clackamas Highway. (see attached map). This A-95 review should address what appears to be a discontinuity in the widening of McLoughlin Blvd.

During discussions with the applicants staff it was learned that the improvement of McLoughlin has been in various planning and engineering stages for approximately eight years.

The State Highway Division's traffic projections on McLoughlin Blvd. are based primarily on the 1990 PVMTS Plan. The PVMTS Plan indicates one project proposed for McLoughlin Blvd; that is the widening of McLoughlin from the Clackamas Expressway south to the deleted Lake Oswego Bypass (PVMTS Project 54-McLoughlin Blvd). There are no references in the PVMTS Plan for any improvements to McLoughlin Blvd. from the Clackamas Expressway north. The proposed project therefore does not appear to be a part of the PVMTS Plan.

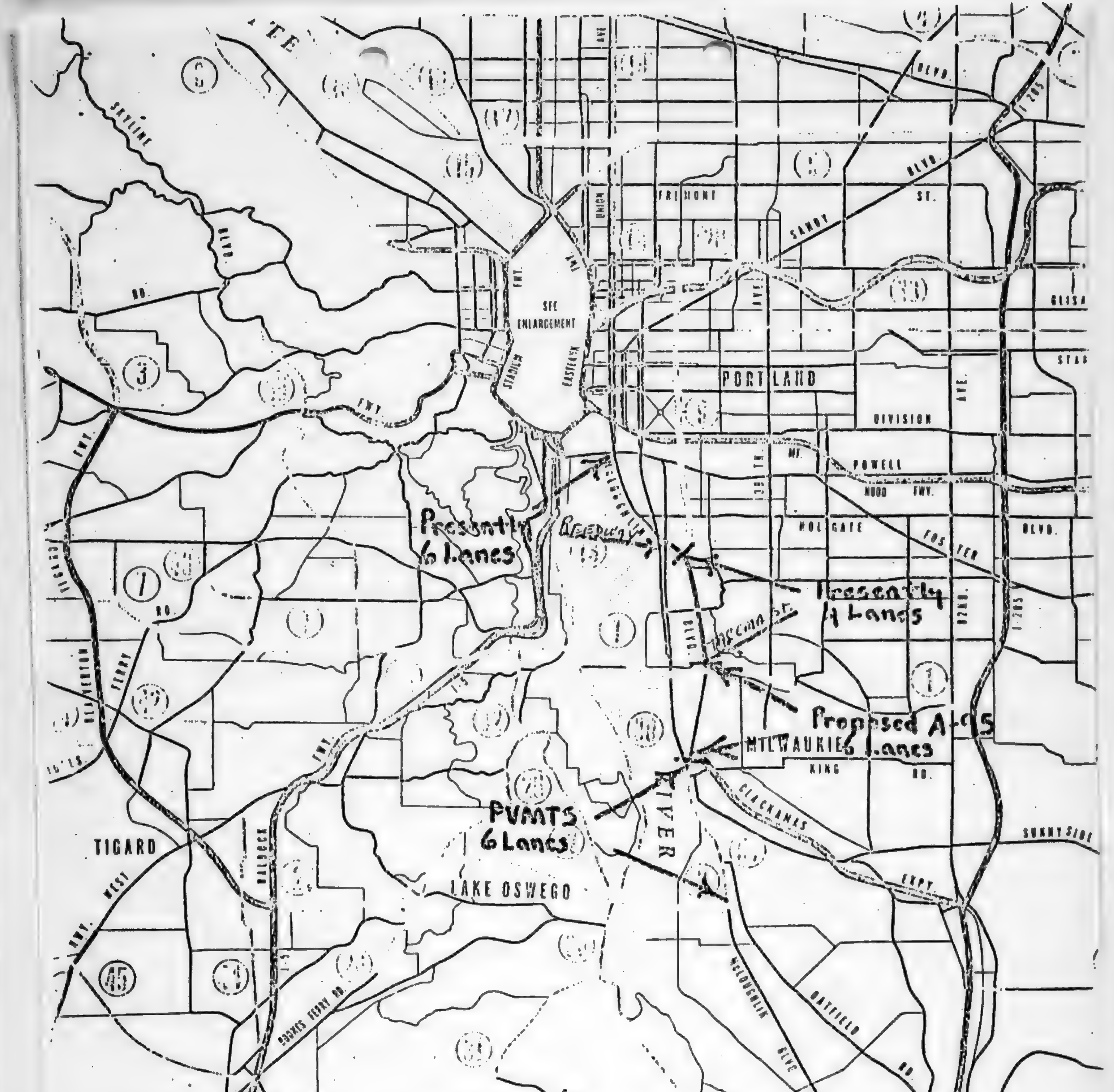
The Governor's Task Force (GTF) has taken a cursory glance at developing McLoughlin Blvd. as a transit corridor. The following descriptions are excerpts from the GTF draft report, "Transit Alternatives to the Mt. Hood Freeway."

Portland CBD to Gresham via Johnson Creek

A. Description of Route

This route crosses the Hawthorne Bridge and then runs through the Portland Traction Company freight yards just south of the Bridge. It then follows the Portland Traction Company's Springwater Division rail line southerly along the east bank of the Willamette River to Golf Junction near Milwaukie where the route turns and proceeds easterly along the Johnson Creek Corridor to Linnemann Junction. The route then separates into a northerly and a southerly line into Gresham, either of which could be used or a loop could be formed through Gresham. Its length is about 16.5 miles. Both bus and rail alternates were studied.

6/6/74



Presently 6 Lanes

Freeway

Tacoma St.

Presently 4 Lanes

Proposed A-45

6 Lanes

PVMTS 6 Lanes

SKYLINE
BLVD.
RD.
FWY.
SFE ENLARGEMENT
STADIUM
EASTBANK
UNION
AVE
FREMONT
SANDY
BLVD.
ST.
GLISAN
STARK
PORTLAND
DIVISION
MT.
POWELL
HOOD FWY.
HOLGATE
FOSTER
BLVD.
MCLOUGHLIN
82ND.
I-205
AVE.
MILWAUKIE
KING RD.
CLACKAMAS
EXPY.
SUNNYSIDE
RIVER
BEAVERTON
FERRY
TIGARD
HWY. WEST
BULLOCK
I-5
LAKE OSWEGO
BOONES FERRY RD.
TUALATIN
OATFIELD RD.
ROSEMONT RD.
GLADSTONE
WEST LINN
OREGON CITY
212
45
3
7
1
N

The rail line, which was used as an inter-urban passenger line until 1958, carries only moderate amounts of freight traffic at present.

Two other alternative routes in the East Portland to Milwaukie portion of the corridor were given consideration but are considered less desirable:

(1) McLoughlin Boulevard: Problems included numerous at-grade crossings; major left turn movements, high land values and substantial impacts on businesses, neighborhoods and parks if the Boulevard is to be widened.

(2) The southern Pacific main line: This was a proposed busway in the DeLeuw Cather plan. It would have followed the Mt. Hood Freeway route for about one mile from the Marquam Bridge. Without a Mt. Hood Freeway, the full costs of constructing an elevated transitway for this stretch would be borne by the transit program.

The route would be excessively costly for any mode of transit because it would have to be grade-separated for most or all of its length due to the heavy freight traffic and heavily used industrial sidings.

Portland CBD to Oregon City

C. Locations of Stations; Feeder System Concepts

(2) A major Milwaukie CBD Station located west of McLoughlin Blvd. and north of the new sewer plant will serve Milwaukie's CBD and act as a transfer point for feeder systems. Access routes include McLoughlin Boulevard from the south, and Harrison Street and Lake Road from the east. There is a possibility of the use of the Willamette River as means of access to this station, as well as a possibility of a future rail passenger service connection using the Southern Pacific line which connects to Lake Oswego south of Milwaukie.

A major station should be located north of Oak Grove Boulevard, south of Courtney Avenue, west of McLoughlin Boulevard and east of River Road to serve this well-established residential community in which there is a high concentration of multi-family development. Oak Grove Boulevard and Courtney Avenue serve the station as the east-west links between Oatfield Road and River Road. River Road and Rupert Drive serve the area north and south of the station.

The station will be of a kiss-and-ride concept; only limited parking should be available on the station site. Two or three bus routes should be designed to integrate River Road and Oatfield Road areas with station. Pedestrian and bike ways should be developed.

6/6/74

A North Milwaukie Station is under study by Tri-Met and will only be a part of the Milwaukie-Oregon City transit line if the suggested alternate through Milwaukie Industrial Park is used. The City of Milwaukie has suggested five sites for a park and ride station. A park and ride station located north of Milwaukie Expressway and close to McLoughlin Boulevard and the Johnson Creek corridor would service Milwaukie, Clackamas and the east area of Clackamas County as a transfer point to the Portland CBD. Tri-Met has suggested 450 parking spaces.

Discussion between the applicant and the GTF should be initiated to determine the impacts of the proposed widening on the GTF recommendations and those contained in the Deleuw Cather Plan for public transit in the corridor.

Also to be considered in acting on this application is a recently adopted goal by the CRAG Executive Board promoting a reduction of demand for transportation and a major shift away from reliance in the auto for urban transportation in the CRAG area and to significantly increase use of several other modes of transportation including a very much greater reliance on public transportation than has been planned to date.

Concerns with the A-95 Process

The normal procedure for funding Federal projects is to apply for preliminary engineering and construction funds with the initial application. CRAG has been approving as separate steps under FAUS funds PE and construction. A question arises as to whether this A-95 action should have been for only the PE funding or PE plus construction as submitted. Federal regulations require that projects for which PE funds are spent be carried through to construction or the Federal government reimbursed for their share of the PE. Authorization to use FAUS funds for PE, in effect, include a moral obligation to provide construction funds for the same sources if the project proves feasible. For this reason, a single A-95 notice of intent would appear desirable. CRAG retains further check-points when construction funding comes up for approval.

6/6/74

OREGON ENVIRONMENTAL COUNCIL

2637 S.W. WATER AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-1963

May 21, 1974

RECEIVED
MAY 24 1974
COLUMBIA REGION ASS'N.
OF GOVERNMENTS

A.F.T.E.R., Tigard
AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Portland
AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
AMERICAN INSTITUTE OF PLANNERS
Oregon Section
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Chapter
ANGLERS CLUB OF PORTLAND
AUDUBON SOCIETY, Portland, Central Oregon
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay, Oregon
CHEMEKETANS, Salem, Oregon
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis, Oregon
CLATSOP ENVIRONMENTAL COUNCIL
ECO-ALLIANCE, Corvallis
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
FACULTY WIVES OF CENTRAL COMMUNITY COLLEGE, Bend
4-H CLUB CARROT-TOPPERS, Scappoose, Oregon
FRIENDS OF THE EARTH
FRIENDS OF SPRINGBROOK PARK, Lake Oswego
GARDEN CLUBS of Cedar Mill, Corvallis, Eastmoreland, Gervais, Nehalem Bay, McKenzie River, Scappoose, Portland, Villa, Illinois Valley, Fir Grove
GREENLEAF CLUB OF FIRST UNITARIAN CHURCH
Portland
JUNIOR LEAGUE, Eugene, Portland
McKENZIE FLYFISHERS, Eugene, Oregon
McKENZIE GUARDIANS, Blue River, Oregon
MT. HOOD COMMUNITY COLLEGE OUTDOOR CLUB
NEWPORT FRIENDS OF THE EARTH
NORTHWEST ENVIRONMENTAL DEFENSE CENTER
NORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Milwaukie, Tigard, Willamette Falls
OBSIDIANS, INC., Eugene, Oregon
OREGON CITIZENS FOR CLEAN AIR
OREGON COUNCIL OF ROCK AND MINERAL CLUBS
OREGON GUIDES AND PACKERS, Vida, Oregon
OREGON LUNG ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Corvallis, Oregon
OREGON ROADSIDE COUNCIL
OREGON SHORES CONSERVATION COALITION
O.S.P.I.R.G.
O.S.U. FIN AND ANTLER CLUB
Corvallis, Oregon
PLANNED PARENTHOOD ASSOCIATION, INC.
Portland
PORTLAND RECYCLING TEAM, INC.
P.U.R.E., Bend, Oregon
REED COLLEGE OUTING CLUB
Portland, Oregon
ROGUE ECOLOGY COUNCIL
Ashland, Oregon
SANTIAM ALPINE CLUB
Salem, Oregon
SELLWOOD-MORELAND IMPROVEMENT LEAGUE, Portland
SIERRA CLUB
Pacific Northwest Chapter
Mary's Peak, Corvallis
Rogue Valley, Ashland
Columbia Group, Portland
Mt. Jefferson, Salem
SOCIETY FOR OREGON AVIAN RESEARCH
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene, Oregon
STEAMBOATERS
SURVIVAL CENTER, U. of O., Eugene
TRAILS CLUB OF OREGON
WESTERN RIVER GUIDES ASSOCIATION, INC.
WILLAMETTE LUNG ASSOCIATION
WILLAMETTE RIVER GREENWAY ASSOCIATION
WOMEN'S INTERNATIONAL LEAGUE FOR PEACE AND FREEDOM, Portland
WOMEN'S LAW FORUM, U. of O., Eugene

Mr. Larry Rice
Executive Director
Columbia Region Area
  Governments
6400 S. W. Barnes Court
Portland, Oregon

Dear Mr. Rice:

We would be very pleased to see your proposal for approval of the widening of McLoughlin Boulevard sent to your Transportation Study Committee.

We have grave concerns as to whether this project should ever be carried forward. The OEC has been involved in this controversy for the last three years. Our feeling is that there is no real need for this highway widening project at this time and it is counter-productive to the goals of CRAG and the general downtown planning transportation program.

Several years ago when this project was proposed by the Department of Transportation, they were going to cut the beautiful maple trees on both sides of McLoughlin and simply add a lane on either side. After considerable protest by the citizens, they agreed to cut only one side of the highway. We pointed out to them that there was a great amount of vacant land just east of the highway owned by the Railroad. They then made an effort, how great I do not know, to obtain this land through condemnation. As you might know, this must be approved by the Federal Government, as the State does not have the authority to condemn railroad land.

I have not heard how successful that effort was.

Be that as it may, however, we feel that CRAG should not support any widening project at this time. It is imperative that we discontinue an effort to make it easier to drive passenger cars to and from work and encourage alternative modes of transportation. We certainly hope that this will come about in the near future through a demonstration line between Portland and Oregon City for a light rail transit. However, the push for rail transit will not come about if we continue widening our main arterials and provide no alternative way for people to commute to work. Therefore, we have several things to lose if this widening project goes ahead:

1. The loss of an extremely scenic boulevard;

2. The relaxation of public pressure for alternate transportation modes;

3. The possible interference with the endeavor to gain public support on alternate modes of transportation along that corridor, and

4. The expenditure of State and Federal funds on an unneeded or unwarranted projected.

It is obvious that if this section of McLoughlin Boulevard is widened then the pressure will mount to widen the next section south or it will simply mean that the cars will back up where the road goes back to a four-lane arterial. This makes no sense at all.

We certainly hope that the Transportation Study Committee will reject this proposal. We would very much appreciate receiving a copy of any documents or reports that are developed regarding this proposal and notification when it is due to come up before the CRAG Board.

Sincerely,

Larry Williams

Larry Williams
Executive Director

cc: Commissioner Mel Gordon
LW:jan

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County
CLARK COUNTY, WASHINGTON
Cities in Clark County
MULTNOMAH COUNTY, OREGON
Cities in Multnomah County
WASHINGTON COUNTY, OREGON
Cities in Washington County

NOTED
A. E. JOHNSON

July 21, 1970

1. Johnson
2. Klobe

NOTED
F. B. KLABOE

Mr. Tom Edwards
Assistant Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

Please be informed that in their regular meeting held July 10, 1970, the Executive Committee of the Columbia Region Association of Governments reviewed the following highway projects:

a. Highway 99 East, Multnomah County Line to the Clackamas River

b. Clackamas Highway, I-205-Boring Road Section

c. FAS 940, North Columbia Blvd.

d. Aloha Expressway, (FAS 950) Tualatin River--Schamberg Bridge Section, Washington County.

The Committee determined that each of these projects is considered as part of the area-wide Highway Plan, thus meets a regional need. The Committee urges funding for these projects.

Sincerely,

Homer C. Chandler
Homer C. Chandler
Executive Director

cc Simpson
Rayer
Mochring
Backee
Cox
Chase

HCC:jec

8-5-70

BEN GIFFORD

RECEIVED
JUL 27 1970
PROGRAM & PLANNING
DIVISION

copies 7-27-70

REFERRED TO
Young - Bribe
By Asst. State Hwy. Engr.

RECEIVED
JUL 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Elliott

NOTED

RECEIVED
JUN 30 1970
PROGRAM & PLANNING
DIVISION

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

June 24, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

JAMES BRANSTITER PARK - TOLEDO
WILLAMETTE RIVER BRIDGE - WEST APPROACH (HARRISBURG)
I - 205 INTERCHANGE - BORING ROAD SECTION
✓ MULTNOMAH COUNTY LINE - CLACKAMAS HIGHWAY

Your Notices of Intent have been referred to the appropriate state agencies for review. All have expressed approval of the proposals.

With reference to the I - 205 Interchange - Boring Road Section project it was noted that if Rock Creek and Clackamas River are involved, there should be no encroachment on the streams.

With reference to the Multnomah County Line - Clackamas Highway project the following observations were included: "We are concerned that the project not create any more damage to Johnson Creek. The stream has been clobbered several times in the past during spawning season."

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

6-29-70

RECEIVED
JUN 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R N C

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone - 364-2171

March 16, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for six federal-aid projects as follows:

State Administrative District No. 2

Federal-Aid Urban	S. E. Reedway-Clackamas Co. Line Section ✓ Pacific Highway East
Federal-Aid Secondary	Beaverton-Jamieson Road Section ✓ Beaverton-Hillsdale Highway

State Administrative District No. 5

Federal-Aid Primary	Goshen-Immigrant Road Section ✓ Willamette Highway

State Administrative District No. 8

Federal-Aid Secondary	Oak Grove Rd. -Elm St. (Medford) Section ✓ Jacksonville Highway

State Administrative District No. 11

Federal-Aid Secondary	Patterson St. -Klamath Falls-Malin Hwy. Jct. Section ✓ Klamath Falls-Lakeview Highway

SH
4-21-70

9708

OK
EAB

ROUGH DRAFT

May 30, 1974

Mr. Harold Kulm, President
Milwaukie Homeowners' Association
2607 Monroe Street
Milwaukie, OR 97222

RECEIVED
MAY 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Kulm:

309 K

I appreciate your taking the time to provide us with your recommendations concerning transportation needs in your area.

PLA. 8

The energy crisis has precipitated the need to seriously consider modes of transportation other than the automobile to serve the needs of people in metropolitan areas. In recognizing this need, Governor McCall appointed a Task Force to study transportation needs in the Portland greater metropolitan area which may include feasibility studies for rail transit, improved bus service, car pooling and other such modes that can move people efficiently. Your recommendations have been forwarded to this Task Force for consideration during this planning effort.

CON 9-1-2
X.P.

draft to Baldwin
6/12/74

In the planning of bikeways, the Highway Division considers the possibility of utilizing abandoned railroad right of way and existing highway right of way. Full consideration is given to the type of usage that will be given the bikeway; i.e., commuter or recreation, and the service that it can provide to a given area. To achieve the best in bikeways the local governments, through their planning process, provide vital information on bikeway location, usage and other factors that could influence the design. Public input is obtained through the hearing process.

CON 8-2-2
E
Pac.

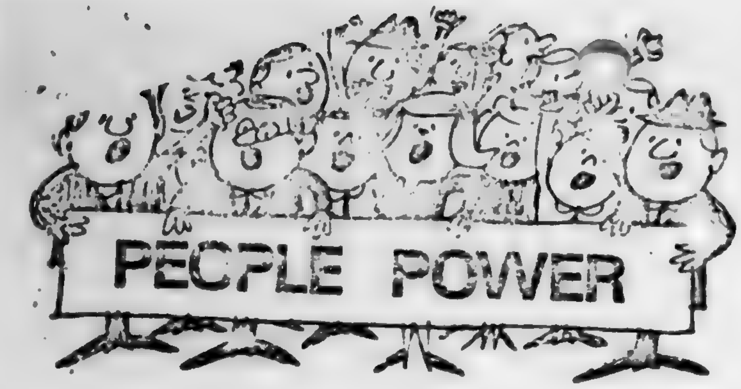
9708

It takes a great deal of effort to plan a balanced transportation system. The Task Force may provide the answer to the transportation needs of the greater Portland area. Thanks again for writing.

WHT:jp

cc V.D. Wolfe
Transportation Task Force w/letter

RECEIVED
ST. HWY ENGR
JUN 7 '74
REFER TO



MILWAUKIE HOMEOWNERS' ASSOCIATION
2607 Monroe Street
Milwaukie, Oregon 97222
659-4?78

[illegible]

Mail
Geo Bal[illegible]

Mr. Glenn Jackson
Oregon Department of Transportation

Dear Mr. Jackson;

The Milwaukie Homeowners' Association has considered widening McLoughlin Blvd, rail transit, and bike ways, and offers these recommendations:

CON 21-2
Inc. E.

1. That where rail right-of-ways have been sold, and development has occurea there now, rail would be a significant negative factor, that new right-of ways be sought which will not be a burden to neighboorhoods.
2. That the existing right of way of McLoughlin NOT be converted for private auto use, and that every effort be made to encourage lessening the attractiveness of private autos.
3. A median strip for rail traffic be used where ever possible, and that careful consideration of the variety of excellent European systems be given.
4. That every effort be made to use the rail and highway right of ways for bikeways, as in the plan which was approved before the gasoline crisis.
5. We feel that now, at this pivotal point, the major effort of transportation planning should DISCOURAGE AUTO TRAFFIC, AND BUILDING MORE, BIGGER, AND WIDER HIGHWAYS DOES NOT ANSWER THE PROBLEM, IT COMPOUNDS IT.

Milwaukie Homeownrs' Assoc.

Harold Kulm, President
Clair Kuppenbender, V. P.,
Jean Baker, Secretary

Jeannette Baker

RECEIVED
STATE HWY ENGR
MAY 6 '74
REFER TO
[illegible]
FOR

Info	Answ	[illegible]	D/R	Sign	Act	File
		✓				

Ref #309/
5/6

hc/jb

BU 5/7

Doing Our Part For Responsible Citizenship and Government

RECEIVED
MAY 6 1974
OFFICE
DIRECTOR of TRANSPORTATION

April 24, 1974

We, the undersigned, as members of the Clackamas County Bike Planning Commission, are quite concerned over the lack of bike paths on the east side of the Willamette River in Clackamas County.

As members of the Oak Grove Community, we feel that the old interurban track pattern would make an excellent bike path as it is running parallel to the existing main roads from Milwaukie to Oregon City.

In May of 1973, Audrey surveyed the Oak Grove community through the elementary and junior high school as to bike riding patterns in the area. On the basis of approximately 300 returns, she discovered that most bike riders in this area are riding to reach Milwaukie or one of the businesses on McLoughlin. However, the older bike riders would like to see bike paths that would encourage more recreational riding as the heavy traffic on all roads in this area tends to discourage family riders.

The logical place for a recreational bike path would be the interurban section as it is separated from the highway, but does run parallel to all three main roads south from Milwaukie to Oregon City. This would give easy access to all riders, and would encourage more people to use their bikes. The survey showed that a majority of the children are already using this area for riding as they feel it is safer than the highway. For these reasons, we feel a bike path along this strip would be the most practical use that this piece of land could be used for and we hope that you will seriously considering going ahead with your original plans of making this a state bike path.

Audrey Vilstrup
Dolores Vilstrup

14311 S.E. Oatfield Rd.
Milwaukie, Or. 97222

771

5

MONS IN A CIVIL ACTION

DIRECTOR'S FILE

(Formerly D. C. Form No. 45

United States District Court

5-23-74

FOR THE

DISTRICT OF OREGON

Haley accepted
for Baldwin 6-7-74
Referred to Bennie
6-7-74

CIVIL ACTION FILE No. 74-404

JOYCE COMPTON and RICHARD COMPTON

Plaintiff

v.

GON STATE HIGHWAY COMMISSION; OREGON ATTORNEY ERAL LEE JOHNSON; ASSISTANT ATTORNEY GENERAL LIE B. HAMPTON; AMERICAN INSTITUTE OF REAL ESTATE APPRAISERS OF THE NATIONAL ASSOCIATION OF REAL ATE BOARDS; AMERICAN INSTITUTE OF REAL ESTATE PPRAISERS, OREGON CHAPTER 14; ANTHONY J. RODWICK; ER KOLBERG; MERWIN O. GAINER; and AUSTIN DIDDY,

Defendants

Dated
GEORGE M. BALDWIN

SUMMONS

To the above named Defendants: except: Austin Diddy & Amer. Inst. of Real Est. Appraisers of the Nat'l Ass'n of Real Est. Boards.

You are hereby summoned and required to serve upon
Richard Compton, plaintiff

XXXXXXXXXXXXX , whose address is 4017 S. E. 9th St., Portland, Oregon 97202

an answer to the complaint which is herewith served upon you, within 20 days after service of this summons upon you, exclusive of the day of service. If you fail to do so, judgment by default will be taken against you for the relief demanded in the complaint.

ROBERT M. CHRIST
Clerk of Court

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

.774

5

DIRECTOR'S FILE

MONS IN A CIVIL ACTION

(Formerly D. C. Form No. 45 R

United States District Court

5-23-74

FOR THE

DISTRICT OF OREGON

Haley accepted for Baldwin 6-7-74
Refusal to Barnie 6-7-74

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v.

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Defendants

Noted
GEORGE M. BALDWIN

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You are hereby summoned and required to serve upon

Richard Compton, plaintiff

~~XXXXXXXXXXXX~~, whose address is 4017 S. E. 9th St., Portland, Oregon 97202

an answer to the complaint which is herewith served upon you, within 20 days after service of this summons upon you, exclusive of the day of service. If you fail to do so, judgment by default will be taken against you for the relief demanded in the complaint.

ROBERT M. CHRIST
Clerk of Court

C Armstrong
C. ARmstrong
Deputy Clerk

Date: May 23, 1974

[Seal of Court]

FOR THE

DISTRICT OF OREGON

Haley accepted
for Baldwin 6-7-74
Referred to Barnie
6-7-74

CIVIL ACTION FILE NO. 74-404

JOYCE COMPTON and RICHARD COMPTON

Mailed
GEORGE M. BALDWIN

Plaintiff

v.

OREGON STATE HIGHWAY COMMISSION; OREGON ATTORNEY GENERAL LEE JOHNSON: ASSISTANT ATTORNEY GENERAL [illegible] B. HAMPTON; AMERICAN INSTITUTE OF REAL ESTATE APPRAISERS OF THE NATIONAL ASSOCIATION OF REAL ESTATE BOARDS; AMERICAN INSTITUTE OF REAL ESTATE APPRAISERS, OREGON CHAPTER 14; ANTHONY J. RODWICK; [illegible] KOLBERG; MERWIN O. GAINER; and AUSTIN DIDDY,

Defendants

SUMMONS

To the above named Defendants: except: Austin Diddy & Amer. Inst. of Real Est. Appraisers of the Nat'l Ass'n of Real Est. Boards.

You are hereby summoned and required to serve upon Richard Compton, plaintiff

XXXXXXXXXXXXX, whose address is 4017 S. E. 9th St., Portland, Oregon 97202

an answer to the complaint which is herewith served upon you, within 20 days after service of this summons upon you, exclusive of the day of service. If you fail to do so, judgment by default will be taken against you for the relief demanded in the complaint.

ROBERT M. CHRIST
Clerk of Court

C. Armstrong
C. ARmstrong
Deputy Clerk

Date: May 23, 1974

[Seal of Court]

NOTE:—This summons is issued pursuant to Rule 4 of the Federal Rules of Civil Procedure.

✓

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

Richard Compton
4017 S. E. 9th Street
Portland, Oregon 97202
232-5720

UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

JOYCE COMPTON and RICHARD COMPTON,
Plaintiffs,

vs.

OREGON STATE HIGHWAY COMMISSION; OREGON ATTORNEY GENERAL LEE JOHNSON; ASSISTANT ATTORNEY GENERAL LESLIE B. HAMPTON; AMERICAN INSTITUTE OF REAL ESTATE APPRAISERS OF THE NATIONAL ASSOCIATION OF REAL ESTATE BOARDS; AMERICAN INSTITUTE OF REAL ESTATE APPRAISERS, OREGON CHAPTER 14; ANTHONY J. RODWICK; ELMER KOLBERG; MERWIN O. GAINER; and AUSTIN DIDDY,
Defendants.

NO. [illegible]

COMPLAINT

Plaintiffs complaining of defendants, upon information and belief, alleges:

I

FIRST COUNT

JURISDICTION AND VENUE

1. This complaint is filed and these proceedings instituted under Section 42 U.S.C., Sec. 1983 & 1985 (Civil Rights Act of April 20, 1871 as amended); Sections 4 and 16 of the Clayton Act (15 U.S.C., Sections 15 and 20; Sections 1 and 2 of the Sherman Act (15 U.S.C., Sections 1 and 2); and the United States Constitution, particularly the Fifth and Fourteenth Amendment, and the Oregon Constitution, Article I, Section 18.

II

DESCRIPTION OF PARTIES

PLAINTIFFS

2. Plaintiffs are both citizens of the United States and of the State of Oregon and have been such for many years continuously and up to the filing of this complaint.

3. The plaintiffs herein were the owners of a parcel of real property on McLoughlin Boulevard, containing approximately 41,000 square feet of land. A widening project for McLoughlin Boulevard was announced in March, 1966. The Oregon State Highway Commission filed a condemnation suit on 21 March 1969 for the taking of the six (6) lots fronting McLoughlin Boulevard for the amount of $41,500 and then tendered the sum of $41,000 for immediate taking of the property. This land fronted on McLoughlin Boulevard which is a state highway in the State of Oregon designated as No. 1E, U. S. Route No. 99E, located within the County of Multnomah, City of Portland, about one-half mile south of the Ross Island Bridge. This section of open highway at the time of taking, had the highest count of any open highway in the State of Oregon with a daily count of approximately 60,000 vehicles per day with an adjusted vehicle count by the State of Oregon Highway Division of 48,500 vehicles per day.

DEFENDANTS

4. The defendant, State of Oregon, by and through its State Highway Commission which has been designated by the Oregon Legislature as the body to represent the State of Oregon in the construction of certain roads and highways in the State of Oregon, including all inter-state Highways and particularly the portion of the highway which is the subject of this

litigation; and the Oregon Legislature enacted Section 53, Chapter 371, Oregon Code, 1931; Oregon Code 1930, Section 44-111, which, as amended gave assent to 39 United States Statutes at Large, Page 355, "an act to provide that the United States shall aid the states in the construction of rural post roads, and for other purposes".

5. This legislation has continued in force and effect, insofar as this litigation is concerned, from 1917 until the filing of this complaint. It requires the Highway Commission to, among other things, submit plans to the U. S. Secretary of Agriculture, now amended to U. S. Secretary of Transportation and "do all other things necessary fully to carry out the cooperation contemplated and provided for by said (Federal) act".

6. Defendant, Lee Johnson, Attorney General of the State of Oregon, represents the State of Oregon in all of its Eminent Domain (Condemnation) cases both as its trial lawyer and in some of its negotiations with property owners, including this one. Defendant, Leslie B. Hampton, Assistant Attorney General, conducted for the Attorney General's office, the Oregon State Highway Commission, and the State of Oregon, most of the actions involving the condemnation of the plaintiffs' property.

7. Defendant, American Institute of Real Estate Appraisers of the National Association of Real Estate Boards (AIREA) is an organization having its headquarters at 155 E. Superior Street, Chicago, Illinois 60611. The AIREA has a total of 53 Chapters chartered in various locations in the United States.

8. Defendant, American Institute of Real Estate Appraisers of the National Association of Real Estate Boards, Oregon Chapter 14, is one of these chartered Chapters.

9. The various Chapters are ruled by the By-Laws of the national organization, and the Chapters observe them.

10. Those appraisers who are approved and accepted for membership are awarded a professional designation of M.A.I.

11. The individual defendants herein named are all professional Real Estate appraisers and members of the American Institute of Appraisers with the professional designation of M.A.I.

Anthony J. Rodwick, M.A.I.
Elmer Kolberg, M.A.I.
Merwin O. Gainer, M.A.I.

12. The individual defendant, Austin Diddy, herein named, is a retired employee of the Shell Oil Company.

III

CO-CONSPIRATORS

13. Upon information and belief, various persons, mostly officers and members of the AIREA not named as defendants herein have participated as co-conspirators with the defendants in the violations alleged herein and have performed acts and made statements in furtherance of such violations. Also, various persons, salaried employees of the Oregon State Highway Department, not named as defendants herein, have participated as co-conspirators with the defendants in the violations alleged herein, and have performed acts and made statements in furtherance of such violations.

14. Various employees of the United States Department of Transportation, who have known these illegal conditions prevail and have taken no administrative action as prescribed under the Code of Federal Regulations, Title 23, Chapter 1, Parts 1 and 2.

IV

NATURE OF TRADE & COMMERCE INVOLVED

15. A rush widening project for U. S. Route No. 99E (McLoughlin Blvd.) was announced in March 1966 by the Oregon State Highway Commission. This work was to be financed by approximately Seventy (70) per cent Federal Funds. Acquiring right-of-way and construction was delegated to the Oregon State Highway Commission under Federal Rules and Regulations pertaining to such projects.

16. The Oregon State Highway Commission employs various fee appraisers to arrive at value of property to be obtained for highway projects. On large and important cases they have made it a practice to employ certain members of the American Institute of Appraisers (AIREA). These members are designated as M.A.I. These appraisers also do appraisal work in the surrounding neighboring states. They are regulated by By-Laws and regulations of their national chapter with headquarters in Chicago, Illinois. There is a Chapter in Oregon identified as Chapter 14.

17. By reason of the activities of the defendants and co-conspirators as hereinafter alleged, the aforesaid inter-state trade has been substantially, directly and adversely controlled, restrained and affected, in violation of Sections 1 and 2 of the Sherman Act (15 U.S.C., Section 1 & 2), and of the Sections 4 and 16 of the Clayton Act (15 U.S.C., Sections 15 and 26).

V

VIOLATIONS

18. From in or about February 1966, the exact commencement being presently unknown to plaintiffs, and continuing up to and including the date of this complaint, the defendants, joined from time to time by the co-

conspirators, wilfully and maliciously entered into a scheme to deprive plaintiffs and others of "JUST COMPENSATION" for their property by the use of perjury, conspiracy and fraud in the controlling of appraisal values upon their property and in depriving plaintiffs of due process of law and in making a mockery of our judicial process, all in violation of Section 1 and 2 of the Sherman Act (15 U.S.C., Sections 1 & 2), Sections 4 and 16 of the Clayton Act (15 U.S.C., Sections 15 and 26), Civil Rights Act of April 20, 1871 as amended (42 U.S.C., Sections 1983 and 1985), procedural due process and the United States Constitution.

VIOLATION I

19. The plaintiffs herein were deprived of "JUST COMPENSATION" by the following procedure.

20. The said Oregon State Highway Commission filed a suit to condemn plaintiffs' property in order to widen the highway at this location. This suit was filed 21 March 1969 for the amount of $41,500, and the State tendered the sum of $41,000, as "JUST COMPENSATION" for immediate taking. On April 29, 1970 the defendant Highway Commission filed an "Amended Complaint" stating "JUST COMPENSATION" was $63,000. On 9 June 1970 at the beginning of the trial and in the plaintiffs' (then defendants property owners) absence in the presiding judge's chambers, the said Commission's Counsel, Leslie B. Hampton, stated "due to circumstance, we had the property reappraised at a later date and after those reappraisals, we offered informally to Mr. Schwabe (defendants' counsel), the sum of $82,000 and we would round that to $85,000".

21. O.R.S. 366.392 (1) superceded in 1971 by O.R.S. 35.265 (1) reads in part, "whenever the Commission has commenced an action or proceedings for

the condemnation of any real property, and immediate possession of the real property is deemed necessary by the Commission, the Commission may certify to such facts and authorize an advancement out of the State Highway Funds of the estimated by the Commission to be "JUST COMPENSATION" for the property.

22. This statute like any other should be construed or, in the absence of ambiguity, read to mean what it says and while it permits the condemnor to "estimate" "Just Compensation", a variance in the original condemnation of $41,500 and another offer at trial time of $85,000 is evidence of the original offer not being a fair and honest offer.

23. To further the evidence that the Commission was dealing in "Bad Faith" and was not paying "Just Compensation" are the following:

24. The plaintiffs herein had purchased the six pieces of property taken (26,772 square feet) during the years 1957 to 1963. At the time of the taking, on the property taken, they still owed $58,700 on the balance. By said Commission condemning for $41,500, the plaintiffs herein had no alternative but to resort to the tremendous costs of litigation or to go into bankruptcy.

25. Up until January 1, 1971, at which time the Oregon Legislature interpreted the law on Costs in any condemnation case, filed after this date, "that the defendant if successful, was to receive all appraisal fees" while previously, the Oregon Courts were interpreting the Oregon Statutes on Costs of Litigation by granting for appraisal fees, $5.00 per day and $0.08 per mile for an appraiser who testified in Court. Because of the Commission dealing in "Bad Faith" and the Court's interpretation of costs, the plaintiffs herein, who were forced into litigation were also required to absorb this tremendous cost of litigation to seek "JUST COMPENSATION". After

paying thousands of dollars in costs to seek justice the courts granted plaintiffs herein, $383.57 for these tremendous costs.

Words & Phrases Perm Ed. 23A

26. JUST - requiring the owner of property involved in condemnation proceedings to carry the burden of costs would not be "JUST" within Constitutional guaranty of "JUST COMPENSATION" and damages to the owner of private property taken for public use. Denver Joint Stock Land Bank v. Board of Comrs. of Elbert County, 98 P2. 283-287. Laws 1933 P 900 Cont. Art. 2 8 15.

27. The Commission's counsel by admitting in chambers that they had appraisals of approximately $82,500 and could pay $85,000 for the property was further evidence they were not dealing in "good faith". Then the Jury's decision of $78,500 furthered the fact that plaintiffs herein, did not receive "JUST COMPENSATION" as guaranteed by our State and Federal Constitutions.

28. The Commission's counsel, Leslie B. Hampton, previous to the Compton trial had negotiated for the Shell Oil Company service station across and approximately one block south of the Compton property. This station was located on a sliver of land of 3,870 square feet. Starting at a point it extended for approximately 185 foot of frontage to a maximum depth of less than 50 feet. It was appraised for the Highway Commission by Elmer Kolberg for $50,000 with a land value only of $40,000, or approximately $10.33 per square foot for the land, using as comparables for market value the same comparables which he used as Highway Commission Appraiser on the Compton property to arrive at a land value of $2.35 per square foot of a total taking of 26,772 square feet for $62,915 with no damage to the remaining

approximate 14,000 square feet. The Compton property contained approximately 41,000 square feet and had 312 plus front footage with a minimum depth of 81.33 feet and a maximum depth of 183 feet of level land.

29. Further evidence of "JUST COMPENSATION" not being paid to some property owners, especially the elderly, while others such as large corporations and doners to various political candidates such as Attorney General, Lee Johnson, were paid "JUST" to exhorbitant prices for their property by the manipulations of the appraisal process. A few of these examples are as follows:

30. SHELL OIL COMPANY - Total land taking, 3,870 square feet. Station built 1947. Purchased 1956 by Shell for $10,000. State condemnation appraiser, Elmer Kolberg, who appraised for total value $50,000. Land only appraised for $40,000 or $10.33 per square foot. Paid on negotiation, $60,000 ($15.50 per square foot).

31. BARBRA JORDON, elderly widow - Brick home and service station site directly across from Shell Oil (service station building destroyed by fire during negotiation period). 14,400 square feet. Accepted $29,800 after being told property worth less than offer by appraiser she employed. Same appraiser had received payments for services by State Highway Commission for period July 1, 1966 to December 31, 1967 - $18,975.00.

32. NORTH PACIFIC CANNERS - Negotiated. 500 square feet of parking strip. Paid $7,810 ($15.60 per square foot).

33. HYSTER COMPANY - Negotiated. Executive large doner to Lee Johnson campaign - 3,500 square foot taken. Offered $125,000; paid $136,000 ($38.83 per square foot). Had to cut back front of building; two building permits issued by City of Portland - $1,000 demolition and $4,000 construction.

Net gain per square foot, $37.42. Appraised for Highway Commission by Merwin Gainer of Elmer Kolberg & Associates, for $129,800.

34. MUGG, LYDIA - Elderly widow - 1,050 square feet of frontage. 250 feet beyond Hyster. Paid $300 ($0.28 per square foot).

VIOLATION II

35. The plaintiffs herein were denied due process of law by the use of perjury during the condemnation trial.

36. In the original condemnation trial the property owners used their rights to show land value by presenting their case first. To offset testimony which the plaintiffs herein presented to show that their property was valuable commercial, automobile oriented property, the condemning authorities (Oregon State Highway Commission and Oregon Attorney General's Office) presented an expert witness, Austin Diddy. This man testified he had worked for Shell Oil Company for 38 years. The last 25 years as Real Estate Manager and Regional Representative during this period of time included being in charge of location and placement of service stations in the Portland area. His testimony concerned mainly the operation of the Shell Service Station which was across McLoughlin Boulevard and approximately one block south of the plaintiffs' property and to Shell Oil Company's experience and policy in regard to McLoughlin Boulevard. Mr. Diddy was paid a total sum of $1,194.75 for this service in which he testified as an expert witness to facts and which his testimony of these facts was over eighty per cent false.

37. U. S. Department of Transportation, Policy and Procedure Memorandum 80-6, Right-of-way Procedures requires in the preparation of a condemnation trial, state trial attorneys, "will carefully go over with the witnesses all of the information he conceives may develop on direct or cross-

examinations." Previous to Mr. Diddy testifying in regards to this Shell Service Station, Leslie B. Hampton, State trial attorney in the Compton case, had negotiated with the Shell Oil Company for the taking of this property. Through this negotiation, Shell Oil Company received $60,000 for a station built in approximately 1947 and 3,870 square feet of land which Shell Oil Company had paid in 1956, $10,000. Shell Oil Company revealed that during these negotiations much of the business facts of this station, which was at that time one of their highest gallonage stations in the Portland area were discussed.

38. Leslie B. Hampton, in his Memorandum in Opposition to Defendants' (Comptons) Motion for a New Trial on Defendants' (Comptons) Point No. 12, stated: "In regards to Austin Diddy's testimony that this was a very unprofitable station" - (Transcript, Page 764, Lines 1 - 4), "Mr. Diddy was also expressing his opinion of profitability from the vantage point of the owner of the station, Shell Oil Company, and not necessarily from the vantage point of a leasee of a cut-rate operation".

39. Austing Diddy was indicted for perjury by the Multnomah County Grand Jury on June 20, 1973 for his testimony in this case. Prosecution was never carried out on this indictment.

40. Leslie B. Hampton who knew the true business facts of this Shell Oil Station through his previous negotiation and then on his producing a witness who testified falsely to these facts was guilty of Subornation of Perjury and of depriving the defendants (now plaintiffs) of due process of law.

41. Also, Mr. Hampton states in his Memorandum in Opposition to Defendants' (Comptons) Motion, No. 12, that "Elmer Kolberg (State's expert

appraisal witness) (Transcript, Page 661, Line 18), testified that this station did not do car lubrication or perform the other services that normally make up a part of a successful station business". The truth of this perjury was the fact that in 1966, a year Mr. Diddy testified this station was closed, it in fact operated every day with the yearly gasoline sales of 613,418 gallons and it also did $4,690.77 of other services such as lubrication, labor, tires, accessories and batteries. In 1967 with a sale of 703,933 gallons of gasoline, the other services amounted to $5,059.16. In 1968 with a gallonage of 517,767, the other services amounted to $5,707.11. The defendants (Comptons) could not offset this perjury at the time of the trial because of Shell Oil Company's refusal of records, stating they were all in California and because Harold Blagg, Operator of this station from June 1965 to January 1969, was at the time of trial in the hospital having his larynix removed because of cancer.

VIOLATION III

42. The Comptons were further deprived of procedural due process by the actions of Leslie B. Hampton during the conduct of the trial. This was accomplished in the following manner:

43. On 16 February 1967, the defendants (Comptons) filed a hardship claim with the Oregon State Highway Department. No action was ever taken on this request or on any of the follow up requests made by the defendants (Comptons), although interest free federal funds are available to the States to relieve these hardships. In chambers prior to trial (Transcript, Page 3, Line 1), Mr. Hampton talked of this hardship request but then on cross-examination of Richard Compton (Transcript, Pages 501, Line 25, and 502, Line 1), Mr. Hampton asked the following, "Now, from the period of 1963 to

1966, did you yourself personally have one to two and a half million dollars -----------------". On objection of defense counsel, the Court stated: "Yes, it will be striken". Then Mr. Hampton in his Closing Argument stated (Transcript, Page 863, Line 24); "so far as the location of the motel, if I was spending my two million or five million or ten million dollars, I think perhaps I might consider this site, but, of, well, ---------------". This misconduct of Mr. Hampton was inexcusable and although the objection was sustained, nevertheless, the damage had been done and it was impossible to remove the implication that the defendants (Comptons) were wealthy people. Then upon argument the implication, "if I was spending my two million", further deprived the defendants (Comptons) of due process.

VIOLATION IV

44. The defendants herein did conspire to control the appraised value placed upon property being taken for highway purposes and to defer by intimidation those that appeared in court to testify as to a fair market value for the property owners. These acts deprived the plaintiffs herein from receiving "JUST COMPENSATION" for their property and of their Civil Rights accorded them by the United States Constitution and under 42 U.S.C.S., Sections 1983 and 1985.

VIOLATION V

45. The defendants herein did conspire to control the appraised value placed upon property being taken for highway purposes and to defer by intimidation those that appeared in court to testify as to fair market value for the property owners, in violation of Section 4 and 16 of the Clayton Act (15 U.S.C., Sections 15 and 26); and Sections 1 and 2 of the Sherman Act (15 U.S.C., Sections 1 and 2). The co-conspirators accomplished this result

in the following manner. The Oregon State Highway Commission with the knowledge and approval of the Attorney General hired M.A.I. appraisers from a selected few, a practice which existed for years prior to June 1970 and which is still being followed. Under American Institute of Real Estate Appraisers of the National Association of Real Estate Boards, Regulations are as follows:

REGULATION NO. 12 - APPRAISAL REVIEW

ARTICLE III

SECTION 1, Reports, Documents and Personal Interview. Whenever two or more members or candidates appears (a) ____________ in a judicial proceedings, _____________ each such Member or Candidate shall mail a completed ARC Form No. 1 to the Secretary of the National Committee at the headquarters of the Institute _______________. Upon the request of a committee, or an individual member thereof, authorized by this Regulation to make such request, each such Member or Candidate who is required to file ARC Form No. 1, shall also submit, a copy of his original appraisal report (or his complete memorandum setting forth data, reasoning and conclusions) upon which his testimony was based, together with a copy of all subsequent changes or modifications thereof.

ARTICLE IV

PART B. POWERS AND DUTIES

SECTION 1, Educational Inquiries. The National Committee shall inquire into the causes of divergent testimony of Members and Candidates with respect to the value of ____________________ in judicial proceedings __________________.

SECTION 2. Review of Reports. The National Committee shall provide for the review of all reports submitted under this Regulation, formulate standards for determining which reports shall become files for further review pursuant to this Regulation and formulate rules of procedure to review such files in such manner as it deems necessary.

SECTION 3. Delegation to Local Chapters for Review. The National Committee may, ________________ refer to the Chairman of a Local Committee any file wherein it appears such reference is advisable.

ARTICLE V

POWERS AND DUTIES OF LOCAL CHAPTERS AND LOCAL COMMITTEES

SECTION 1. Duty to Establish Local Committee.

SECTION 2. Appointment of Local Committee.

SECTION 3. Restrictions upon Membership of a Local Committee.

SECTION 4. Review by Member of Local Committee.

SECTION 5. Review by Local Committee.

SECTION 6. Report of Local Committee.

SECTION 7. Permitted Recommendations of Local Committee.

SECTION 10. Action if Referral to Chapter Ethics Committee is Recommended.

REGULATION NO. 6 - ETHICS PROCEDURES

COMPOSITION, POWERS, DUTIES AND RULES OF PROCEDURE OF THE NATIONAL PROFESSIONAL ETHICS COMMITTEE AND THE LOCAL CHAPTER PROFESSIONAL ETHICS COMMITTEES

AND

RULES GOVERNING THE RIGHTS, DUTIES AND OBLIGATIONS OF MEMBERS AND CANDIDATES WITH RESPECT TO DISCIPLINARY PROCEEDINGS.

46. With the above regulating powers and threats of "Admonishment", "Censure" or "Suspension" as listed in Regulation No. 6, the M.A.I. Appraisers with the aid of the Co-Conspirators (the Oregon State Highway Commission and employees and Assistant Attorney General, Leslie B. Hampton, who furnished

information and documents for Ethics Disciplinary Proceedings), did intimidate those M.A.I. appraisers and candidates who were representing property owners in litigation with the Oregon State Highway Commission in condemnation cases.

47. The plaintiffs herein had employed Robert S. Newell, M.A.I. and John Carlson, Candidate, (only AIREA members appearing for a property owner in litigation against Oregon State Highway Commission) as appraisers previous to condemnation trial. Shortly before the plaintiffs' trial, Un-Ethical charges were filed against Newell and Carlson by one of the same appraisers, Anthony J. Rodwick, M.A.I., used by Oregon State Highway Commission to appraise the Compton property. These ethic charges were based upon two Oregon State Highway Commission condemnation trials in which John Carlson and Robert Newell appeared for the defendant property owners. (Tannler and Lee Cases). In the Tannler case, Merwin Gainer of Elmer Kolberg & Associates, appeared and testified as appraisal witness for the Oregon State Highway Commission. Elmer Kolberg, M.A.I., who was also used by the Oregon State Highway Commission to appraise the Compton property, was appointed by the Appraisal Review Committee as interviewer of John Carlson and Robert Newell in the Lee case. Elmer Kolberg recommended further action to be taken against both appraisers by Ethics Committee of which Anthony J. Rodwick, M.A.I., was Chairman. Anthony J. Rodwick, Chairman of Ethics Committee, appointed a Grievance Committee with himself as Chairman, proceeded to hold a hearing on John Carlson before a Hearing Committee on the dates of January 18th, 19th, 20th, 21st, 22nd and February 2, 1971. During the hearing evidence was discovered that Assistant Attorney General, Leslie B. Hampton, Chief, Trial Section, Oregon State Highway Department, had provided a transcript of the Tannler Case to Merwin Gainer which was used as evidence against John Carlson

and Robert Newell. This same Assistant Attorney General, Leslie B. Hampton, appeared in behalf of the plaintiff, the Oregon State Highway Commission against the defendants (Comptons). This Hearing Committee found John Carlson guilty and referred it's recommendation back to the local professional Ethics Committee which concurred with the Hearing Committee report. This report was then forwarded to the National Ethics Committee for further action.

48. Robert Newell, M.A.I., who formerly appeared for property owners, was also intimidated by the same type of procedure and was also found guilty of Un-Ethical conduct. Just previous to the defendants' (Comptons) trial, Robert Newell, M.A.I. withdrew from the case with the excuse "he could not see sufficient value because he could not find any comparables". He has never since appeared in court against the Oregon State Highway Commission in a condemnation case. Just previous to the Compton employment, Robert Newell had appraised for the Shell Oil Company the site across from the Comptons for over $10.00 per square foot. Elmer Kolberg, appraiser for the Highway Commission had appraised this same site of 3,870 square feet for $10.35 per square foot for land valuation while using the same comparables he used on the Compton property for the Highway Commission at a testified to land value of $2.35 per square foot for the taking of 26,772 square feet with absolutely no damages to a remaining 14,000 approximate square feet that lost all frontage and access to the Highway.

EFFECTS

49. Such precipitous actions by the defendants herein in conspiring and depriving plaintiffs of procedural due process were illegal and constituted an unreasonable restraint of trade, all to the detriment, injury and damage of plaintiffs and their property, as well as other property owners who are

faced with the loss of their property by condemnation.

50. If plaintiffs are unable to obtain "JUSTICE" and "JUST COMPENSATIO in these proceedings they will be denied their inalienable rights and will suffer irreparable injury not only to their health, future and to their property.

DAMAGES

51. As a direct and proximate result of the violations heretofore set forth, plaintiffs have been substantially injured in the value of their property and have suffered terrible mental anquish and strain which has had lasting effect upon both their mental and physical health and well-being.

52. Plaintiffs allege that the foregoing violations of the anti-trust laws by the defendants are presently continuing, and further irreparable loss and damages are threatened to plaintiffs and the public at large unless defendants are restrained by the Courts.

SECOND COUNT

53. Repeats and realleges each and every allegation contained in Paragraphs I through 52.

54. The defendants wilfully, maliciously and tortiously violated plaintiffs' rights and damaged them in their property under the Constitution of the United States, particularly the 5th and 14th Amendments; the Civil Rights Act of April 20, 1871 as amended (42 U.S.C., Sections 1983 and 1985); Sections 1 and 2 of the Sherman Act (15 U.S.C., Sections 1 and 2); and Sections 4 and 16 of the Clayton Act (15 U.S.C., Sections 15 and 26).

55. After summarily advising plaintiffs and their tenants in March 1966 that part of their property would be immediately taken, the defendants, Oregon State Highway Commission and their employees, then proceeded to ignore

the hardships they had created. They then proceeded in 1969 to notify plaintiffs what they were paying plaintiffs for the taking of their property with the statement of "TAKE IT OR LEAVE IT". Plaintiffs having the choice of either bankruptcy or litigation, had no other choice but to prepare for the pending litigation. Defendants then filed condemnation for even less than had been offered to plaintiffs. Defendants then deposited less than condemnation amount in the court for immediate taking. Just previous to trial, defendants amended complaint alleging value of property at a higher figure. Before trial defendants did conspire to threaten and coerce Comptons' expert witnesses with the result of one withdrawing from case and the other lowering his valuation to protect himself. This was accomplished by filing of charges of Unethical Appraisals by the Oregon State Highway Commission's expert witness, Anthony J. Rodwick, against the Comptons' appraisers and then the State's own witnesses conducting Kangeroo Court hearing in which competitors rule on their competitors in direct violation of the Sherman Anti-Trust Laws. Then during the conduct of the condemnation trial, defendants did then wilfully, maliciously and tortiously violated plaintiffs' rights by depriving them of the due process by the use of perjury, conspiracy and unethical conduct by their own counsel.

56. As a direct and proximate result of such violations, plaintiffs have been damaged to their property, the precise amount thereof not presently known to plaintiffs, but believed by plaintiffs to be in excess of $300,000 together with punitive damages in the further sum of $1,000,000.

57. Plaintiffs allege that the foregoing violations of law by the defendants are continuing, and further irreparable loss and damages are threatened to plaintiffs and the public at large unless defendants are

restrained by the court.

WHEREFORE, the plaintiffs prays that the Court:

1. Adjudge and decree that the acts of defendants and co-conspirators as hereinabove described in the First Count have been and continue to be in violation of the Constitution of the United States, particularly the Fifth and Fourteenth Amendments; the Civil Rights Act of April 20, 1871 as amended (42 U.S.C., Sections 1983 and 1985); Sections 1 and 2 of the Sherman Act (15 U.S.C., Sections 1 and 2); and Sections 4 and 16 of the Clayton Act (15 U.S.C., Sections 15 and 16).

2. Issue temporary restraining orders, preliminary injunctions and permanent injunctions against defendants and each of them jointly and severally, from continuing the unlawful practices herein alleged in Counts One and Two.

3. Issue a temporary restraining order, preliminary injunction and permanent injunction against the Federal Highway Administrator, stopping all Federal Funds to the Oregon State Highway Department in order to safeguard the Federal's interest in instances of irregularities in the administration and execution of the direct-Federal and Federal-Aid highway programs and until such time as the United States Department of Justice shall process in accordance with applicable requirements and procedures of that department as required under Title 23, Chapter 1, Parts 1 and 2 of the Code of Federal Regulations. These irregularities include fraud, bribery, collusion, conspiracy, conflict of interest and other serious offenses involving violation of State and Federal criminal statutes in connection with projects requiring Bureau approval or concurrence with or without evidence of failure of substantial conformity with project plans and specifications.

4. Award damages by reason of the violations of anti-trust laws, due process, and the Constitution of the United States alleged in the First Count against defendants jointly and severally, in an amount to be determined at trial, but not less than the sum of $300,000 to be trebled as provided by law.

5. Grant judgment on the Second Count in favor of plaintiffs for compensatory damages in an amount not less than $1,000,000 and because defendants acts and practices were willful, malicious and tortious for punitive damages of $1,000,000.

6. Award plaintiffs' costs and interest as provided by law.

7. Grant such other, further and different relief as the Court shall deem just.

JURY DEMAND

Plaintiffs respectfully request a jury trial of this cause pursuant to Rule 38(b) of the Federal Rules of Civil Procedure.

DATED: May 22, 1974.

Richard N. Compton

RICHARD N. COMPTON
4017 S. E. 9th Street
Portland, Oregon 97202
Telephone: 232-5720

9708

Blue

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FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

May 23, 1974

SUBJECT: MCLOUGHLIN BOULEVARD
Citizen's Contact

To: MEMO TO THE FILE

From: R. O. CUNNINGHAM
Metropolitan Planning Engineer

NOTED
E. S. HUNTER

I telephoned Mr. Leonard Gerrard, President of the Eastmoreland Community Assocation, and explained that a project was proposed for McLoughlin Blvd. He asked if there were any ramps on Bybee Street and I told him that to my knowledge the project had not progressed to the designing of ramps, and that I was interested in the community concerns. He stated he would contact me the week of May 28th, and I will explain the project to him.

I contacted a Bess Neilson who is president of the Sellwood-Moreland Community Improvement Association. She stated that their association meets every two weeks and that the next meeting will be Friday, May 31st. I told her that I would telephone either later this week or the first of next to confirm whether I could come on May 31st or on June 14th to explain the project to them. She stated that was satisfactory.

pq

cc Hunter
Schroeder
Sund
Potter

RECEIVED
MAY 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

rec

METROPOLITAN ENGINEER
MAY 2 1974

-9708

S

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 12, 1974

SUBJECT: MACADAM AVENUE AND UNION AVENUE

To: F. B. KLABOE
Administrator of Highways
and State Highway Engineer

NOTED
E. S. HUNTER

R. N. Bothman (AR)

complete file
Cor 9-1-2
Portland

From: R. N. BOTHMAN
Metropolitan Engineer

RECEIVED
STATE HWY ENG.
MAR 15 '74
REFER TO
Al
FOR

The Environmental Quality Commission adopted a recommendation of the Directors February 22, as follows:

"The Director further recommends that the Commission authorize him to approve the entire Johns Landing project, only if the following comitments are made by the appropriate governmental agencies; (1) Improvement of Macadam Avenue to a four lane boulevard-type facility with 12-foot lanes and left turn refuges and including appropriate measures to reduce noise levels such that median ambient noise level is not increased over existing levels."

A second recommendation for implementation of a demonstration light rail transit system was modified by the Commission to state: "A commitment by Johns Landing to rebuild the (Southern Pacific) tracks to accommodate a light rail transit system."

A third recommendation adopted was to improve the bus transit system in the corridor (including feeder bus, mini-bus and dial-a-bus service), again a responsibility of Tri-Met.

Representatives attending a meeting March 11 called by Kess Cannon explored the three requirements placed upon the Johns Landing developers by DEQ. The meeting resulted in a briefing for Kess Cannon with a commitment sought for all agencies to cooperate in fulfilling the requirements for the development of the Macadam Avenue corridor in order to facilitate the completion of the Johns Landing project.

The report of the Macadam Corridor Task Force on Transportation was completed last week and a copy is attached for your consideration.

The question now is who initiates the first action for implementation of an improvement project on Macadam Avenue.

SP*52475-754

Although improvement of Macadam Avenue is tied to the widening of the street, it is also tied to the park and ride station at Lake Oswego with exclusive routes to the central business district and development of the light rail system in the corridor.

While the other developments for the corridor are based on plans to come in the future, the improvement to Macadam Avenue could be initiated within the current programs available to the Highway Division. At the present time there are two sources of funding: the urban extension funds and the State bond funds. Initiation of a project for Macadam under the first category depends upon a priority placed by the Highway Division on the development of Macadam Avenue. Utilization of the bond monies would require a high priority placed by the City of Portland in their projects submitted to CRAG.

Both Macadam Avenue and Union Avenue appear to be developing high priorities in the City of Portland for street improvements, both to include some type of transit, either bus or light rail. A third project, development of McLoughlin Boulevard, has not been discussed by the City.

State Highway Division estimates for the development of Union Avenue are $10-million, Macadam Avenue $8-million, and McLoughlin $3-million.

My question concerns the possibility of placing any or all of these three projects on the Highway Division's program under the urban extension programs. I realize this funding is limited and applied State-wide; however, it would appear that some portion of these funds should be extended to these three primary highways which have only that source of Federal funding available for their improvements. The second option is to place the "monkey" on the City's back to fund these projects or some of them under the bond program.

I would appreciate your comments as to the availability of urban extension funds for these projects.

ar

cc G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter

Attachments

9-708

9-74

COMMENTS OF MULTNOMAH COUNTY ON THE A-95 FOR McLOUGHLIN BOULEVARD, MULTNOMAH COUNTY LINE--CLACKAMAS HIGHWAY

1. The A-95 should be limited to Preliminary Engineering funds only, sufficient to develop a full range of alternatives, prepare an Environmental Impact Statement, program citizen participation and hold public hearings. Local or regional approval of funds for construction of a 6-lane highway would seem to be a commitment that is contrary to the National Environmental Policy Act requirements about alternatives and no-build.

2. The condition should be required that this project EIS be combined with the EIS for the next section north. Planning by short segments is not comprehensive planning and is probably contrary to NEPA.

NOTED
F. B. KLABOE

3. Relief of peak hour congestion by expanding highway capacity can be shown to be self-defeating under conditions of growth in land use (sprawl) and improved commuter access by car. The facility will fill up again. again be congested, and again face the issue of widening. By relieving auto congestion, the auto is given a competitive advantage, drawing potential trips by transit. Also, a certain number of trips are induced which wouldn't otherwise be made at all, or made on this highway.

4. CRAG has a policy to encourage transit usage and reduce the demand for auto usage. The McLoughlin problem provides an opportunity either to follow this policy or violate it. Implementation of rail or express bus service in the corridor from Oregon City to Portland would be consistent with this policy and preferable to the highway improvement in this A-95. In particular, a highway improvement which does not provide exclusive or preferential bus lanes provides no significant advantage to transit.

5. All three of CRAG's sketch plans are based upon some kind of sprawl-control idea. Highway improvements for autos in a major corridor like

McLoughlin tend to encourage sprawl. Thus, all three of CRAG's sketch plans would seem to be compromised.

6. A McLoughlin improvement which favors autos would compromise or conflict with the Oregon Clean Air Implementation Plan (or EPA-imposed substitutes requiring exclusive Bus lanes), the Governor's Task Force (CRAG) corridor analysis, and Tri-Met's suburban transit system station at Milwaukie, Again the economic (travel time) disadvantage of transit would be worsened.

7. The effect of expanding auto capacity on McLoughlin will be to increase traffic pressure on McLoughlin to the north, McLoughlin to Milwaukie and a variety of cross-streets, including Johnson Creek Boulevard and Tacoma to the Sellwood Bridge. The last two are of particular concern to Multnomah County, and we consider that Multnomah County roads and bridges are bearing the burden of a project ~~prospect~~ with little benefit to Multnomah County citizens. Both Johnson Creek and Sellwood Bridge already have critical traffic problems. This project will make them worse.

8. We understand that the Gravity model was used to determine the nature of the future problem, specifically the projected traffic. We have several comments here:

A. The Gravity model was never designed to provide information about whether or not to build or expand a highway to solve a people movement problem. Use of this model to choose a highway over other alternatives is inappropriate and unjustified;

B. The Gravity model is limited even when applied to a highway system in that it cannot feed back into the total system demand quantity either the effect of changes in the system facilities (such as the one under study) or the impact of the proposed facility on land use and trip generation. It can only be used to distribute a given total volume of trips;

C. Therefore, the question is raised about determining the total system trip volume. It is our understanding that the G-2 network was used as the basic system, and that this system includes the I-205 and Mt. Hood freeways, designed for eight lanes. We also understand that data available show that elimination or reduction of these facilities (a likely or accomplished fact, respectively) will greatly reduce total system trips. We further understand that on the G-2 system, McLoughlin is assumed to be 6 lanes. If this is true it is obviously a self-fulfilling projection.

D. Therefore, the fundamental methodology is entirely questionable, and evaluation of this project at all stages should take this into full account: The numbers are suspect.

9. The A-95 above is hard to respond to because the problem is nowhere stated, only the proposed solution.

In light of the above comments, we recommend the A-95 be disapproved, and suggest that CRAG, ODOT, Tri-Met and affected local jurisdictions engage in a joint corridor planning effort with full citizen participation prior to any capital improvements program for the highway.

sjg

9708

S

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

CLACK CO.
PAC. E.

APPLICANT: Highway Division

PROJECT TITLE: Mult. County Line-Clackamas Highway

DATE: April 24, 1974

NOTED
E. S. HUNTER

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: April 26, 1974
G.L. Green, FHWA
E.S. Hunter
R.L. Schroeder
Victor D. Wolfe
J.B. Boyd
R.E. Royer
J.H. Versteeg
Gary Potter
H.S. Cox
W.D. Albright
B.L. Gifford
M.J. Klotz
E.L. Hardt
R.N. Bothman

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7403 2 020

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
APR 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
3-25-74

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 9731
Bill Kramer, Supervisor Ph: 378-3732

LOCAL GOVERNMENT RELATIONS DIVISION
APR 10 1974

PNRS STATE REVIEW

Project #: 7404 2 020 Return Date: APR 18 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no significant effect. ( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has no adverse effect.

( ) It has adverse effects.

→ (X) We are interested but require more information.

( ) Additional comments for project improvement.

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
APR -3 1974
___DNF ___TEMP ___PERM

- - - - - - - - - - - -

REMARKS

Agency DEQ By Michael Downs

. 9701

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 25, 1974

TO

Executive Department
Federal Aid Coordination Unit

Columbia Region Assn. of Gov'ts.
6400 S.W. Canyon Court
Portland, Oregon 97221

FROM

L. W. Rulien
Project Management Engineer

SUBJECT

Notice of Intent for Urban Extension Funds
State Administrative District No. 2
Multnomah Co. Line-Clackamas Hwy.
Pacific Highway East
Clackamas County

In accordance with Executive Memorandum 02-270-02, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be April 30, 1974.

Attachments

BLG:js

cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
W. D. Albright
B. L. Gifford
R. N. Chase
R. C. Blensly (CRAG)
M. J. Klotz
E. L. Hardt
R. N. Bothman

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem | 76] ZIP [80 97310
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503 | 49] PHONE [55 378 | 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Multnomah Co. Line-Clackamas Hwy. District 2	
11	12] PROJECT LOCATION CITY [45 Pacific Highway East	46] PROJECT LOCATION COUNTY [79 Clackamas

05 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71

This project involves preliminary engineering, acquisition of right-of-way, grading, paving, structures and other misc. activities to convert the existing highway from four to six lanes. The overall length is approximately 1.07 miles. The typical section will have a variable 4- to 16-foot median, six 12-foot travel lanes and 10-foot shoulders. The section will be curbed for the entire length with a variable (2-foot to 6-foot) berm behind curb. Sidewalks will be replaced where they now exist. The existing Portland Traction Railway overcrossing structure will require complete revision.

06 [71
07 [71
08 [71
09 [71
10 [71

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	2,618,000		732,000			3,350,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?
STATE Yes ☒ 29 No ☐ 30 REGIONAL Yes ☐ 31 No ☐ 32 LOCAL Yes ☐ 33 No ☐ 34
(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED Yes ☒ 39 No ☐ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 April 43] DAY [44 30 45] YEAR [46 1974

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Hwy. Planning and Construction

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: March 25, 1974

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: March 25, 1974

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal Aid ABC Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 3
(b) State Representative District(s) Number(s) 24-27
(c) State Senatorial District(s) Number(s) 13

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

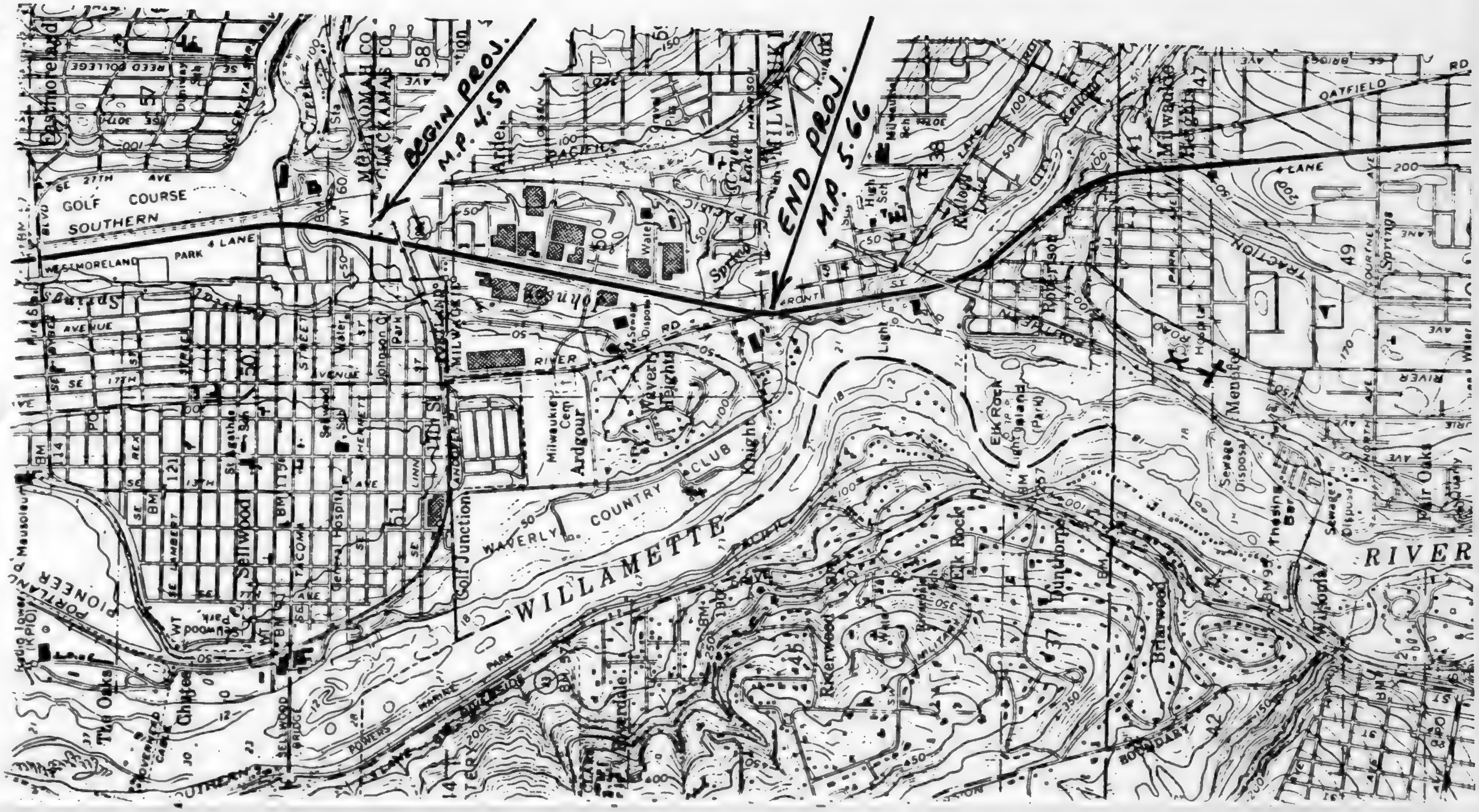
17(E) Appropriate EIS Statements will be prepared and comments sought.

17(F) Housing relocation regulations will be followed as required by the Federal Relocation Act of 1970.

MULTNOMAH CO. LINE - CLACKAMAS HWY.

PACIFIC HIGHWAY EAST 99.

CLACKAMAS COUNTY


BEGIN PROJ.
M.P. 4.59
END PROJ.
M.P. 5.66
MULTNOMAH CO
CLACKAMAS CO
GOLF COURSE
SOUTHERN
WESTMORELAND PARK
4 LANE
REED COLLEGE
Eastmoreland
Sellwood
Sellwood Park
Golf Junction
WAVERLY COUNTRY CLUB
WILLAMETTE
RIVER
Milwaukie Cem
Ardgour
Waverly Heights
Johnson
Milwaukie
Milwaukie Heights
Robertson
Kellogg Lake
Elk Rock
Elk Rock Island (Park)
Dunthorpe
Riverwood
Briarwood
Menefee
Sewage Disposal
Waverly
Light
Knight
Oak Grove
Pair Oaks
TRACTION
OATFIELD RD
PIONEER
PORTLAND
The Oaks
Chapel
Ardenwald
PACIFIC
Crystal Lake
Spring
High Sch
Wisteria
RIVER RD
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9706

RECEIVED
JUN 8 - 1970

FOR FILING
Const
R/W
Pac Hwy E

June 4, 1970

Mr. Homer Chandler
Executive Director
Columbia Region Association
of Governments
429 S. W. Fourth Avenue
Suite 500
Portland, Oregon 97204

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
D. J. Barbee
F. B. Crandall
A. E. Johnson
L. W. Rulien
R. E. Royer

Dear Mr. Chandler:

Attached are two copies of a map and data sheet for two projects in Clackamas County for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. The projects to be reviewed are:

1. Pacific Highway East, Multnomah County Line-Clackamas Highway Section.

2. Clackamas Highway, I-205 Interchange-Boring Road Section.

Upon completion of your review, please forward your comments to Mr. Robert E. Royer, Traffic Studies Engineer, in our Traffic Engineering Section.

Your cooperation in this matter will aid in programming Federal-aid projects in Clackamas County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (2)

WDA:ap ja

PROJECT DATA

Pacific Highway East (US99E)
Multnomah County Line-Clackamas Highway Section
Clackamas County

Project Description:	Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, and revision of existing railroad overcrossing structure to improve existing four-lane facility to six-lanes.
Length of Project:	1.07 miles
Typical Section:	The proposed facility will be a six-lane highway with a variable 4 to 16-foot median, 12-foot travel lanes and 10-foot shoulders. The project will be curbed throughout its entire length.
Estimated Cost:	$2,000,000
Traffic:	1970 ADT - 31,000 1990 ADT - 50,000
Structures:	The existing railway overcrossing will be widened to accommodate six-lanes of traffic on the highway.

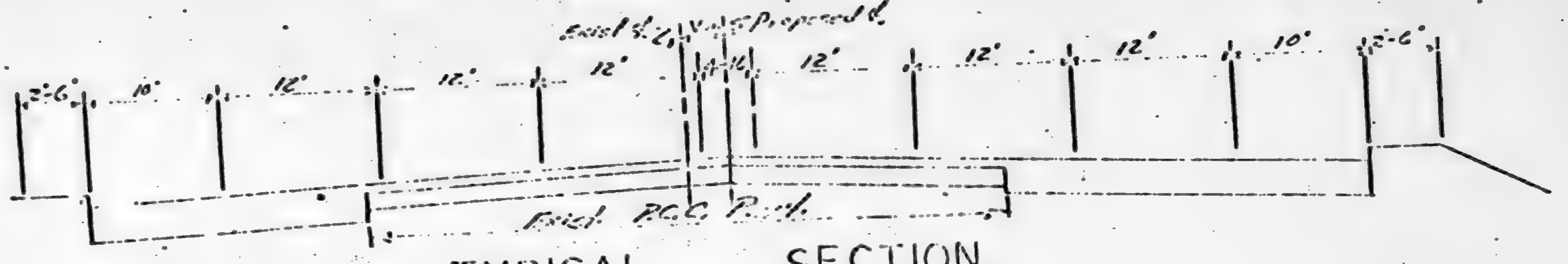
PROSPECTUS MAP
PACIFIC HIGHWAY EAST 99E
MULTNOMAH CO. LINE - CLACKAMAS HWY.

CLACKAMAS COUNTY

APRIL 1970

PREFIX

SCALE 1"=800'



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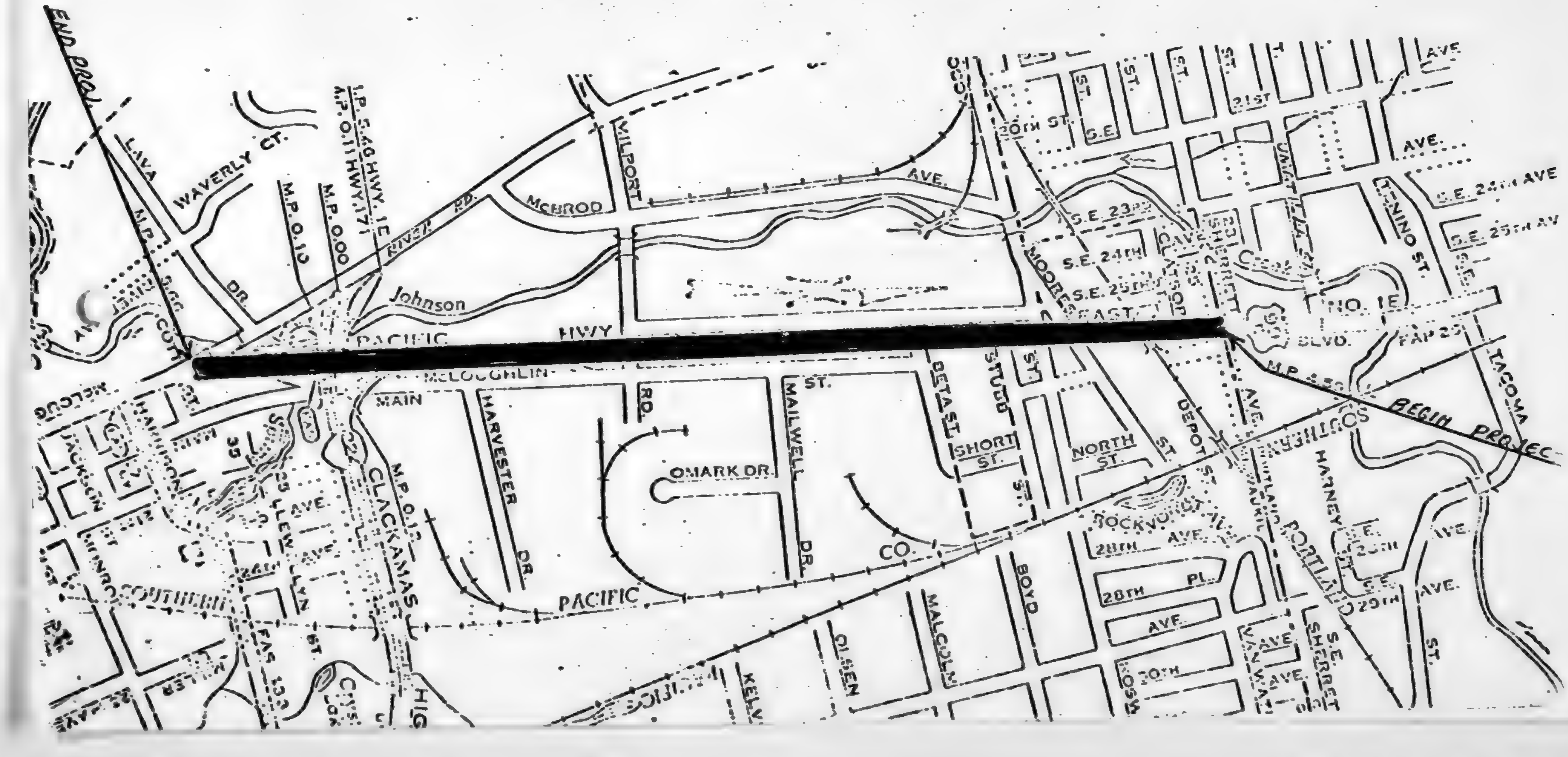
TYPICAL SECTION



END PROJ.
BEGIN PROJEC
LAVA
WAVERLY CT.
M.P. 5.66
DR.
M.P. 0.10
M.P. 0.00
I.P. 5.40 HWY. 1E
A.P. 0.11 HWY. 171
RIVER RD.
McBROD
MILPORT
AVE.
Johnson
Creek
PACIFIC
HWY
EAST
McLOUGHLIN
MAIN
HARVESTER DR.
RD.
OMARK DR.
MAILWELL DR.
ST.
BETA ST.
STUBB
SHORT ST.
NORTH ST.
DEPOT ST.
ROCKWOOD
28TH AVE.
28TH PL.
29TH AVE.
30TH
BOYD
MALCOLM
OLSEN
KELV
PACIFIC
CO.
SOUTHERN
PORTLAND
HARNEY
S.E. SHERRETT
VAN WATER
AVE.
ST.
TACOMA
FAP 25
BLVD.
NO. 1E
99E
M.P. 4.50
S.E. 25TH AV
S.E. 24TH AVE
TENINO ST.
UMATILLA ST.
SHERRETT
CLATSOP
S.E. 23RD
S.E. 24TH
S.E. 25TH
MOORES
20TH ST.
S.E.
21ST
CLACKAMAS
HIG
M.P. 0.12
HARRISON
JACKSON
MONROE
LLEWELLYN
FAS 133
MILLER
22ND AVE

9

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

MEMORANDUM

Kluse 6-3-70
Young

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

The following is a listing of Notices of Intent received by the Federal Aid Coordination Unit during the week ended May 29, 1970.

Distribution of information relative to these projects has been made to the appropriate state agencies for review. If your agency was not included in the distribution and you desire, for a particular reason, to examine and comment on any of the proposals, please advise the Federal Aid Coordination Unit. Necessary information will be supplied as promptly as possible. The request may be made in writing or by telephone.

Date Received	Applicant	Project Description	Location	Admin. Dist.
5-25-70	Highway Division	Deschutes Co. Line-FS Road 2221	Open area	11
5-25-70	Highway Division	N. Davis Lake-Klamath Co. Line	Open area	10
5-25-70	Highway Division	Cornelius City Park Tennis Court	Cornelius	2
5-25-70	Highway Division	Walker Rd.-Mapleton Sec.	Rural area	5
5-25-70	Highway Division	Elk Creek-Blue River Sec.	Rural area	5
5-25-70	City of West Linn	Tanner Creek Int. Sewer	West Linn	2
5-25-70	City of West Linn	Expand Bolton Treatment Plant	West Linn	2
5-25-70	City of West Linn	Tualatin River Int. Sewer	West Linn	2
5-25-70	Columbia Co. C.A.C.	Emergency Food and Medical Service	Countywide	2

Line
R/W
Pac Hwy E

Mult. Co. Line
Clack Hwy

5-29-70

RECEIVED
JUN 4 1970

FOR FILING

5-27-70	Blue Mountain Econ. Dev. Council	Emergency Food and Medical Service	Areawide	13
5-27-70	Blue Mountain Econ. Dev. Council	Summer Head Start	Areawide	13
5-27-70	Clatsop County IED	Summer Head Start	Countywide	1
5-27-70	City of Willamina	Water System Planning	Willamina	3
5-27-70	City of West Linn	Water System Construction	West Linn	2
5-28-70	Highway Division	Cascade Locks Marine Park	Cascade Locks	9
5-28-70	Highway Division	Willamette R. Bridge, West Approach	Harrisburg	5
5-28-70	Highway Division	Multnomah Co. Line-Clackamas Highway	Milwaukie	2
5-28-70	Highway Division	I-205 Interchange-Boring Road Section	Open area	2
5-29-70	City of Canby	Increase Sec. Sewage Treatment Capacity	Canby	2
5-29-70	Dept. of Higher Education. U. of O. Medical School	Comprehensive Health Services Projects	Portland	2

Attached is a listing of Councils of Government designated by the Governor as local clearinghouses. It is supplied as a convenience to state agencies in their contacts with local governments.

Procedures require that state agencies submit Notices of Intent to apply for federal assistance to the local clearinghouse at the same time they are submitted to the State Clearinghouse. This requirement applies to all Notices of Intent whether or not they are subject to the provisions of Bureau of the Budget Circular A-95.

Of course, submission of a Notice of Intent to the local district clearinghouse can only be made when a proposal can be clearly identified with a single Administrative District.

ESTABLISHED COUNCILS OF VERNMENTS
AND A-95 CLEARINGHOUSES
May 29, 1970

District 1 -- Clatsop-Tillamook Intergovernmental Council
℅ Don Church
Administrative Assistant, Office of Clatsop County Commissioners
Clatsop County Courthouse
Astoria, Oregon 97103 325-3162

Mr. Arnold C. Swanson, Chairman
Mr. David Megrath, Vice Chairman
Mr. Verne Stratton, Secretary
Mr. Russell Fluhrer, Treasurer

District 2 -- Columbia Region Association of Governments (CRAG)

429 S.W. 4th Ave.
Portland, Oregon 97204 226-4331

Mr. Homer C. Chandler, Executive Director
Mr. Eldon Hout, Chairman
Mr. Frank Schumaker, Vice Chairman

District 3 -- Mid-Willamette Valley Council of Governments

Room 19, Marion County Courthouse
Salem, Oregon 97301 581-1574

Mr. W. J. Kvarsten, Executive Director
Mr. Edward G. Westerdahl, II, Chairman

District 4 -- Linn-Benton Association of Governments (LBAG)

P.O. Box 100, Linn County Courthouse
Albany, Oregon 97321 926-8330

Mr. William R. Hagman, Executive Director
Mr. Frank Kikel, President

District 5 -- Central Lane Planning Council (CLPC)

1643 Oak Street
Eugene, Oregon 97401 342-1757

Mr. Lawrence A. Rice, Executive Director
Mr, Kenneth H. Kohnen, Chairman

District 7 -- Coos-Curry Council of Governments

P. O. Box 434
Coos Bay, Oregon 97420 269-9316

Mr. Frank Freeman, Planning Director
Mr. Robert B. Mason, Chairman

District 8 -- Rogue Valley Council of Governments

Jackson County Courthouse
Medford, Oregon 97501 773-6211, Ext. 292

Mr. Gary A. Scott, Executive Director
Douglas Schroeder, Chairman

District 9 -- Mid-Columbia Economic Development District

Wasco County Courthouse
The Dalles, Oregon 97058 296-4656

Executive Director: Position Vacant
Mr. Walt Carte, Chairman
Mr. James Wright, Secretary - Bx 315, Sevenson, Wash.

District 10 -- Central Oregon Regional Council of Governments

Deschutes County Courthouse
Bend, Oregon 97701 382-7440

G. W. McCann, Chairman

District 12 -- District 12 Council of Governments

Umatilla County Courthouse
Pendleton, Oregon 97801 276-7111

Executive Director: Position Vacant
Mr. Kenneth W. Sweeney, Secretary
Judge Paul W. Jones, Chairman

District 13 -- Blue Mountain Council of Governments

Union County Courthouse
LaGrande, Oregon 97850 963-5214

Judge Earle C. Misener, Chairman
Judge S. J. Farris, Vice Chairman

District 14 -- Southeast Oregon Council of Governments

City Hall
Ontario, Oregon 97914 889-5306

Mr. C. Lloyd Castner, Secretary
Judge Newton Hotchkiss, Chairman

Local Government Relations Division
320 Public Service Building
Salem, Oregon 97310
Ph: 364-2171, Ext. 2771

RECEIVED
MAY 28 1970

FOR FILING

[illegible]
[illegible]
[illegible]

May 22, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notices of Intent to apply for federal assistance for 2 federal-aid projects as follows:

State Administrative District No. 2

Federal-Aid Urban	Multnomah Co. Line-Clackamas Hwy. Sec. Pacific Highway East
Federal-Aid Secondary	I-205 Intchge.-Boring Road Section Clackamas Highway

The estimated date of filing for federal-aid funds on these projects is August 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase
G. N. Hopkins
L. W. Rulien

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Multnomah County Line - Clackamas Highway
Pacific Highway East, Clackamas Co.

May 22 19 70

FROM: Applicant Agency: State Highway Division — Address: Salem

Contact Person: L. H. Young — Phone: 2761

1. Project requires Emergency Board approval of agency federal fund limitation: Yes .... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District: Two (2) — City: Milwaukie

County: Clackamas — Special District(s) (if applicable): -

Other affected jurisdictions/agencies: -

3. **Federal Program**

Common Program Name: Federal Aid Urban

Authorizing Legislation: Title 23, U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept.: Department of Transportation — Original Application: X

Agency: Bureau of Public Roads — Renewal Application: ....

---

4. **Estimated Project Cost**

Federal Share $ 1,200,000
Loan .... Grant X
Local Applicant Share (if any) $ - -
State Agency Share $ 800,000
Other (Specify) $ -
Total $ 2,000,000

Source of State Agency Share
General Fund $ -
Other Funds (specify) $ -

Indirect Cost Reimbursement
No X Yes .... $ .... (Approx)

Will Federal share change: No X

Yes, from ....% to ....%

When ....

5. Period Covered by Projects

Beginning date Tentative 72-73 Biennial
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) -

Approximate ending date -

Will renewal be requested? Yes ______ No X

6. Estimated Application Filing Date August 1970

7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

MULTNOMAH COUNTY LINE-CLACKAMAS HWY. SECTION, Pacific Highway East

This project, approximately 1.07 miles, will consist of preliminary engineering, right of way acquisition, grading, paving, revising the existing railway overcrossing structure and incidental work to widen the existing four lane facility to six lanes.

The proposed new facility will have a variable 4 to 16-foot median, six 12-foot travel lanes and 10-foot shoulders. The project will be curbed for its entire length.

This project is related to the "Goals for a Livable Oregon" by up-grading substandard highways and constructing an efficient and safe highway system.

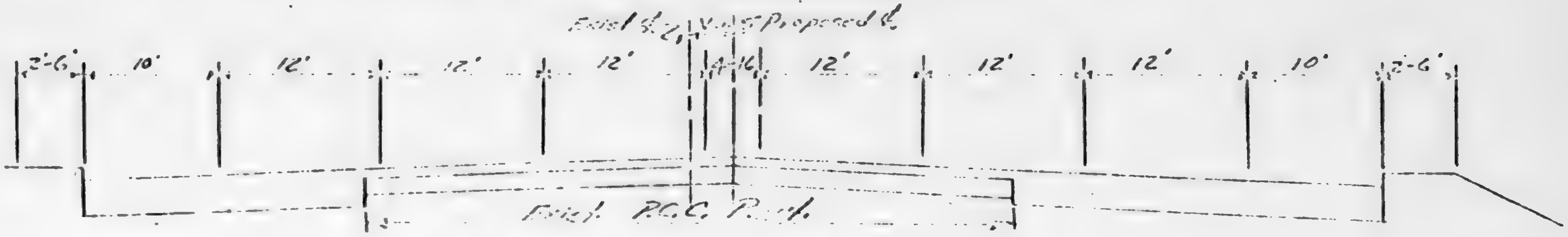
See attached map for geographic location.

PROSPECTUS MAP
PACIFIC HIGHWAY EAST 99E
MULTNOMAH CO. LINE - CLACKAMAS HWY.

CLACKAMAS COUNTY

APRIL 1970 SCALE 1"=800'

PREFIX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4'-16'
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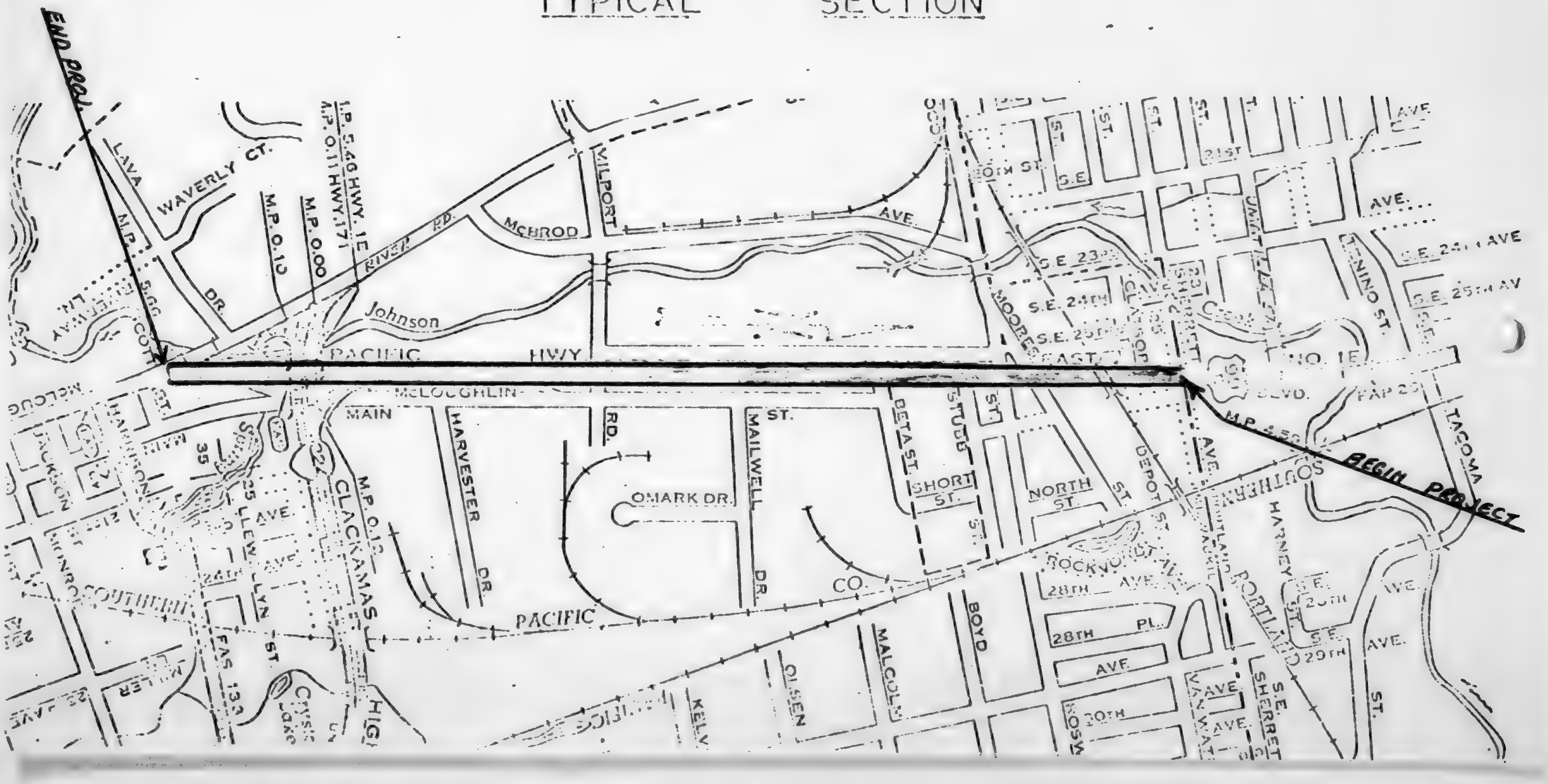
2'-6"
Exist. P.C.C. Pvmt.

TYPICAL SECTION


END PROJ.
BEGIN PROJECT
LAVA DR.
WAVERLY CT.
M.P. 5.66
M.P. 0.10
M.P. 0.00
M.P. 5.46 HWY. 1E
M.P. 0.11 HWY. 171
RIVER RD.
MCHROD
VILPORT
AVE.
Johnson
PACIFIC HWY
McLOUGHLIN
MAIN
HARVESTER DR.
RD.
OMARK DR.
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MOORES
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S.E. 25TH
CLATSOP
SHERRETT
TENINO ST.
S.E. 24TH AVE
S.E. 25TH AV
NO. 1E
BLVD.
FAP 25
M.P. 4.50
TACOMA
HARNEY ST.
SOUTHERN
PORTLAND
PACIFIC
CO.
ROCKWOOD
28TH AVE.
28TH PL.
AVE.
20TH
29TH AVE.
S.E. SHERRETT
VAN WATERS
BOYD
MALCOLM
OLSEN
KELV
M.P. 0.12
CLACKAMAS
HIG
224
LLEWELLYN ST.
25
35
FAS 133
HARRISON
JACKSON
MONROE
MILLER
Crystal Lake
McLOUG

9708

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MAY 19 1970
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PREFIX NO. 3-1453

LOCATION PROSPECTUS
MULTNOMAH COUNTY LINE-CLACKAMAS HIGHWAY SECTION
PACIFIC HIGHWAY EAST
CLACKAMAS COUNTY

HIGHWAY:	Pacific Highway East (S.E. McLoughlin Boulevard). State Primary No. 1E; Federal-aid Primary No. 26.
TERMINI:	The northerly terminus is at the intersection of 99E and Umatilla Street, said point being approximately 500 feet north of the Clackamas County line at M.P. 4.59. The southerly terminus is at the intersection with River Road, south of the Clackamas Highway interchange at M.P. 5.66.
PROGRAM:	XII.
LENGTH:	The overall length is approximately 1.07 miles.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading, paving and construction for widening the existing facility from four to six lanes. The route will follow existing alignment with widening on both sides; or one side to be determined by right of way costs, location of large trees and other considerations. Drainage studies and storm sewer design will be required through the curbed sections. Soils investigations will be performed for base design. An economic analysis is not needed at this time.
CHARACTERISTICS:	Existing ADT is 31,000; projected ADT is 50,000.
STANDARDS:	Class A(6). Deviations from State and AASHO standards are not anticipated.
TYPICAL SECTION:	The typical section will have a variable 4- to 16-foot median, six 12-foot travel lanes and 10-foot shoulders. The section will be curbed for the entire length with a variable (2-foot to 6-foot) berm behind curb. Sidewalks will be replaced where they now exist.
BRIDGES:	The existing Portland Traction Railway overcrossing structure will require complete revision. Justification estimates will be required to determine on which side of the existing structure new bridge should be constructed. Complete vicinity map of this railroad and bridge area will be required.

NOTED
F. B. KLABOE

ACCESS: Elimination or control of access will be considered where necessary to reduce traffic hazards.

BASE DESIGN: Base design will be determined during survey after completion of soils investigations.

MATERIALS: Commercial or private sources in the Portland-Milwaukie area will be considered for this construction.

ADD'L FACILITIES: This project will require signal revisions at Ochoco Street and will require special studies for ingress and egress to state offices and to existing frontal roads. There will be no additional stream crossings required for this construction.

UTILITIES: Routine utility adjustments will be necessary.

AGREEMENTS: Agreements will be required with the City of Milwaukie, Clackamas County, City of Portland and the Portland Traction Railway. An opportunity for a public hearing will be offered.

PARKS: There are no public parks affected by this survey.

May 12, 1970
Attachment

Bureau of Public Roads (3)
Forrest Cooper
F. B. Klaboe
D. J. Barbee
F. L. Hall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin

L. W. Rulien (4)
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
F. W. Yarbrough (2)

RECEIVED
MAY 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PROSPECTUS MAP
PACIFIC HIGHWAY EAST 99E
MULTNOMAH CO. LINE - CLACKAMAS HWY.

CLACKAMAS COUNTY
APRIL 1970 SCALE 1"=800'
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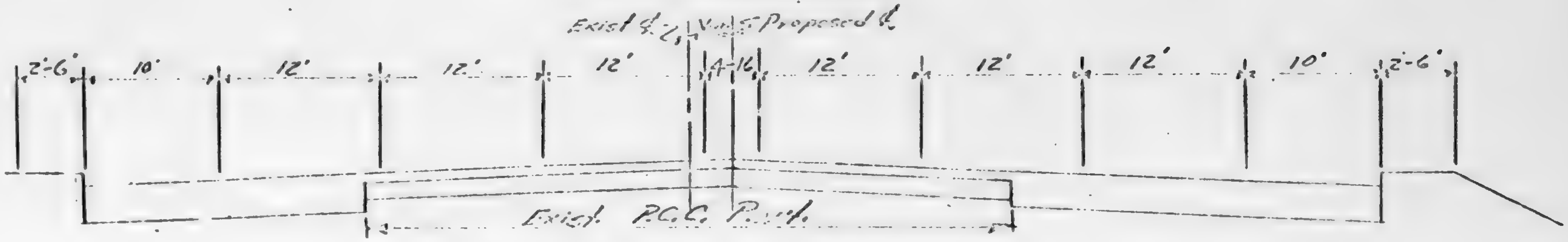

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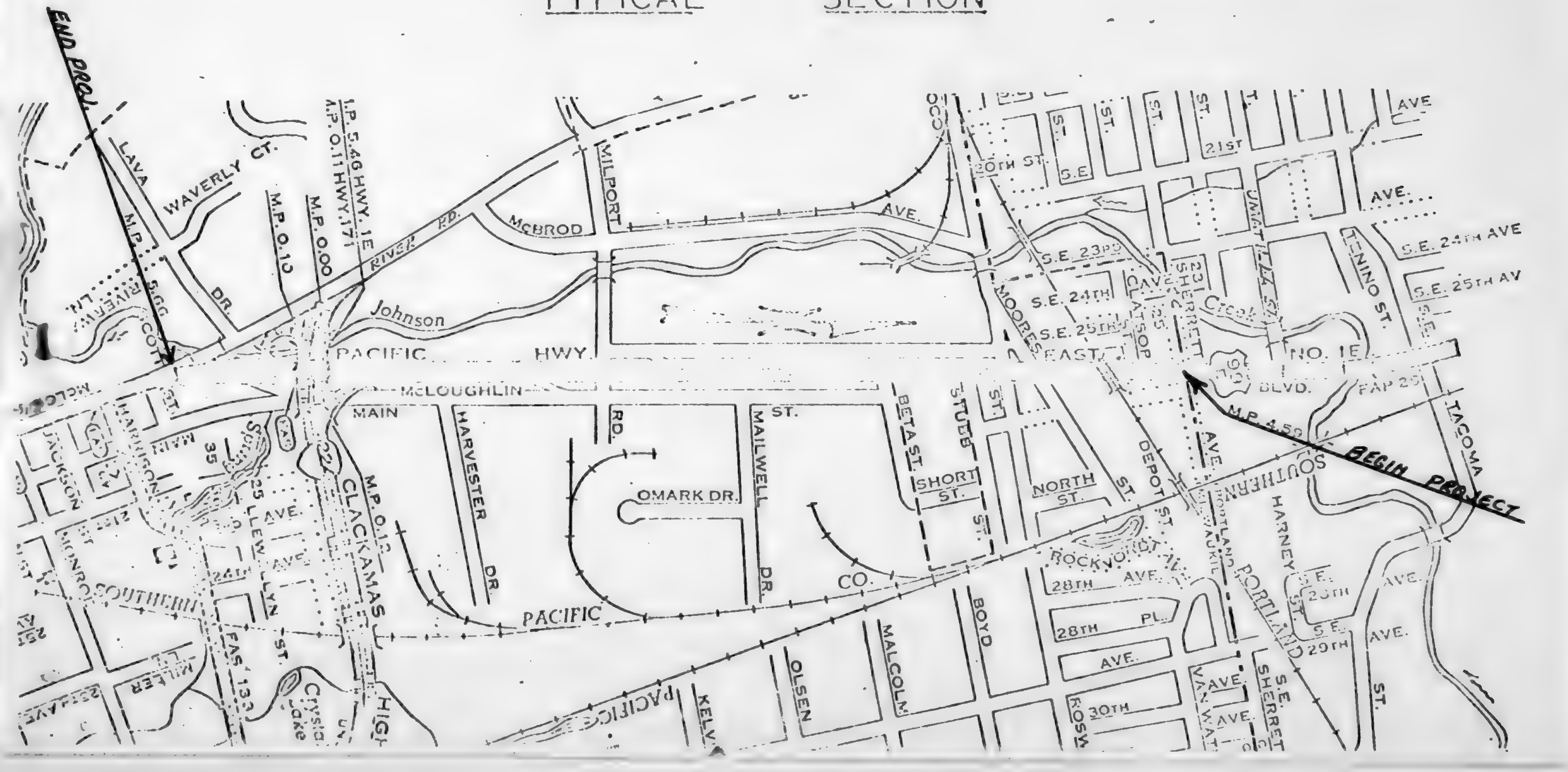

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SOUTHERN
PACIFIC
CO.
PORTLAND
PORTLAND WAUKIE
ROCKWOOD
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MALCOLM
OLSEN
KELV
CLACKAMAS HIGH
LLEWELLYN ST.
AVE.
24TH
25
35
FAS 133
Crystal Lake
MILLER
JACKSON
HARRISON
MONROE
RIVER LN
COTT
224

1983 Winchester Bay Slide Sec., 9709
Oregon Coast Hwy. (Grading and
paving)

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	**REPORT NO.** 3	**COUNTY** Douglas	**DIVISION** Oregon
DATE OF REPORT 3/18/84	**REPORT MADE BY** W. N. Bryant, Area Engineer		**PROJECT NO.** F-2-3(11)
COMPLETION DATE (Actual) 6/25/84	**ACCEPTANCE DATE BY CONRTACT AGENCY** 10/17/84	**TIME ELAPSED** 139 %	**CONTRACT TIME** 60 CD

LOCATION

US 101, 0.4 miles SW of Winchester Bay

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WINCHESTER BAY SLIDE
OREGON COAST HIGHWAY
Slide Removal, Rock Inlay & Paving

Work completed under this project consisted of the removal of slide material, construction of a rock inlay, AC paving and other incidental work common to this type of project.

A contract in the amount of $160,652.69 was awarded Johnson Rude Products, Inc., North Bend, Oregon on 9/1/83. Work began on 9/19/83 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 6/25/84, at a final cost of $238,732.04 which includes $163,039.60 for original bid items, $12,639.39 for work completed under approved price agreements, $8,947.49 for approved force account work, $825 for liquidated damages and $54,930.56 for construction engineering.

NOTED
W. E. SCHWARTZ

A total of 83.5 calendar days were used in completing the work as compared to the 60 calendar days allowed under the contract. An 18 calendar day time extension was approved on 9/11/84 . Liquidated damages in the amount of $825 were assessed accordingly for the 5.5 calendar day overrun in contract time.

RECEIVED
STATE HWY ENGR
MAR 25 '85
REFER TO
Cy Fredrickson
3/27
FOR

All overruns and underruns have been fully explained by the State. A copy of the explanations is attached to the Division Office copy of this report.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		**SIGNATURE** G. K. Hossner Original signed by CHRISTIANSON	
TITLE Area Engineer	**DATE** 3/22/85	**TITLE** Field Operations Engineer	**DATE** 3/22/85

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9709

November 26, 1984

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9709

Gentlemen or Ladies:

On October 23, 1984, we wrote to you concerning release of final payment on Contract No. 9709 awarded to Johnson Rock Products, Inc. for work on the Winchester Bay Slide Section of the Oregon Coast Highway in Douglas County.

Final payment on this contract is $5,046.18. The total contract amount is $183,584.99 including $8,731.00 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Johnson Rock Products, Inc.
PO Box 548
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9759 +

September 11, 1984

Johnson Rock Products, Inc.
P.O. Box 548
North Bend, Oregon 97459

CON

Time Extension Request
Winchester Bay Slide
Contract No. 9709
FAP No. F-2-3(11)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested additional contract time due to design change, acts of the public enemy, request for final inspection, and P.A. 5 work.

The design change did not increase the contract bid item quantities and did not delay completion and therefore this portion of your request is denied. Vandalism can be disruptive to a construction operation but it does not constitute an act of the public enemy and this portion of your request is denied. A one day notice of a request for final inspection is not in accord with the contract provisions. Also, the contract work, including contract modification work, was not completed at the time of the request. This portion of your request is also denied. The additional work required under Price Agreement No. 5 did require added time and a time adjustment of an additional four calendar days is granted for this reason.

The adjusted contract time for completion of this project is 78 calendar days and there remain 5 1/2 calendar days of liquidated damages under this contract.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager Marty Havig.

W. E. Schwartz, P. E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
Marty Havig w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: August 14, 1984

FROM: W. J. Quinn
W. J. QUINN
Region Construction Engineer

SUBJECT: Time Extension Request
Winchester Bay Slide
Contract No. 9706

I discussed this request for a 4-day time extension with Marty Havig and he explained the entire seeding could have been completed in one day but the sandy slopes required special treatment. The time required to place the excelsior matting was 3 workdays and I believe time should be granted for this extra work. Final approval to use the excelsior matting was not received until late in the contract.

I don't feel the one-day extension is warranted for the driveway work even though it is an extra work item. Approval was granted for this item early in the contract and there was sufficient time to perform this work during the contract time.

I recommend 4 additional calendar days be granted which makes a total of seventeen (17).

wjq/cw
Attach.

cc Marty Havig

9-4-84
W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 4 C.D.
O. B. Jackmond

CE ___ CAE ✓ RECEIVED LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
CA ___ AUG 16 1984 FE ___
CAM ___ MA ___
CP ___ CONSTRUCTION OCS ___
EEO ___ SECTION FILE ___

9709.

1

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Winchester Bay Slide

WEEK ENDING: 9/1/84

SECTION PREFIX: 10-1026

HIGHWAY: Oregon Coast

COUNTY: Douglas

NAME OF JOB: Winchester Bay Slide

KIND OF WORK: Removal of Slide, Rock inlay and Paving

CONTRACTOR: Johnson Rock Products, Inc.

CONTRACT NUMBER: 9709

FEDERAL AID PROJECT NUMBER: F 2-3(11)

DATE OF CONTRACT: September 1, 1983

DATE WORK STARTED: September 21, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 74

CALENDAR DAYS USED: 83.5

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 113

PROJECT AUTHORIZATION: $ 257,786.80

EXCLUSIVE OF ENGINEERING: $ 217,786.80

ENGINEERING AUTHORIZATION: $ 40,000

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 211,150.00

ENGINEERING COST TO DATE: $ 46,320

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . . 0 %

PERCENT OF AUTHORIZATION . . . . . 116 %

DATE PROJECT WAS COMPLETED: June 25, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20,000	45			390
TOTAL QUANTITIES CORRECTED TO DATE	40,000	150			420
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	40,000	150			420
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26		0		
MONDAY 27		0		
TUESDAY 28		0		
WEDNESDAY 29		0		
THURSDAY 30		0		
FRIDAY 31		0		
SATURDAY 01		0		

CE ..... CAE ..... RECEIVED LS ..... TC .....
COE ..... CM ..... SA ..... CC .....
CA ..... SEP 4 1984 FE .....
CAM ..... MA .....
CP ..... CONSTRUCTION QCS .....
EEO ..... SECTION FILE .....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No activity
MONDAY 27	Project complete
TUESDAY 28	
WEDNESDAY 29	
THURSDAY 30	
FRIDAY 31	
SATURDAY 01	

REMARKS

Semi-final submitted to Region office 8/24/84. Last report.

SIGNED M. S. Havig
M.G. Havig
LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-76

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State
Oregon

County
Douglas

Project Number
F-2-3(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 28, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 246,669	$ 246,669
Federal funds	$ 246,669	$ 217,438
Other revisions		Appn. Code 010

(Note: Additional Federal Funds collected - $26,731.27)

26,731.34 Actual
7¢ coded to 010

This modification is made for the following reasons:
"The project agreement executed 9-28-83, and modified on 7-10-84 is modified to decrease Federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9709

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-54	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Douglas
MODIFICATION NUMBER 1	7-10-84	Project Number: F-2-3(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 28 , 1983 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 202,346	$ 246,669
Federal funds	$ 178,367	$ 217,438 *
Other revisions	* See reverse side for Additional Provisions	

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10 th day of July , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
For
Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

ADDITIONAL PROVISIONS

"The Federal-aid participation is increase to 100.0 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, section 145. The additional Federal funds requested total $29,231.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 88.15 percent."

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JULY 6, 1984

FEDERAL AID PROJECT NO. F-2-3(11)

Winchester Bay Slide Section
Oregon Coast Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Slide Correction (Sta. 203+50 to Sta. 211+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 15.00	400	$ 6,000.00	800	$ 12,000.00
Tractor with Dozer, Min. 140 EHP	54.04	176	9,511.04	192	10,375.68
Front End Loader, Min. 3 Cu. Yd.	65.10	160	10,416.00	173	11,262.00
Aggregate Shoulders	15.00	45	675.00	230.84	3,462.60
Class C Asphalt Concrete	33.85	390	13,201.50	415.42	14,061.97
18-Inch Culvert Pipe	13.30	120	1,596.00	144	1,915.20
Drainage Curbs	1.90	387	735.30	560.5	1,064.95
Loose Riprap, Class 700	13.05	3,000	39,150.00	4,097	53,465.85
Geotextile Fabric	1.57	1,125	1,766.25	2,089.7	3,280.83
Roadside Seeding and Mulching	800.00	3	2,400.00	8.63	6,900.00
Tractor with Dozer, 62 EHP (PA #1)	50.16			200	10,032.00
Slide Removal (FA #1)					8,472.68
		Subtotals	$85,451.09		$136,293.76

Increase	$ 50,842.67
Subtotal from Project Agreement Estimate of September 21, 1983	163,652.69
Subtotal	$214,495.36
Engineering	32,173.64
Total	$246,669.00

Length of Project ---------------- 0.0 mi.

Federal Funds	$217,438.00
State Funds	29,231.00
Total	$246,669.00

Reimbursement 100%: $246,669.00   Public Law 97-424, S 145
Group 1: 100%
Contract No. 9709
Prefix: 10-1412
Prefix: 10-1026

WH:me

9104

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 9-247, 248

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Douglas

Project No.: F-2-3(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Winchester Bay Slide

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-83	0.00

OTHER *(Specify)*

FUNDS PRO RATA 100/88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 202,346.00	$ 178,367.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof. *See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator SEP [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon September 21, 1983

Federal-Aid Project No. F-2-3(11)

Winchester Bay Slide Section
Oregon Coast Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Slide Correction (Sta. 203+50 to Sta. 211+50)

Mobilization		All Required		$ 9,400.00
Temporary Protection and Direction of Traffic		All Required		1,000.00
Temporary Signs	188	Sq. Ft.	7.00	1,316.00
Temporary Barricades	2	Each	36.50	73.00
Flagman	400	Hour	15.00	6,000.00
Clearing and Grubbing		All Required		1450.00 ~~5,000.00~~
Trench Excavation	153	Cu. Yd.	16.50	2,524.50
Tractor/Dozer 115-140 EHP	200	Hour	53.56	10,712.00
Tractor/Dozer 140-200 EHP	176	Hour	54.04	9,511.04
Wheel Loader, Type 3-4 Cu. Yd.	160	Hour	65.10	10,416.00
Motor Grader, 39,000-43,000 Lbs.	40	Hour	70.35	2,814.00
Dump Truck, Heavy Duty, 10-15 Cu. Yd.	640	Hour	39.90	25,536.00
Laborers	400	Hour	21.50	8,600.00
Aggregate Shoulders	45	Ton	15.00	675.00
Class "C" Asphalt Concrete	390	Ton	33.85	13,201.50
18-Inch Culvert Pipe	120	Lin. Ft.	13.30	1,596.00
18-Inch Sewer Pipe	180	Lin. Ft.	22.25	4,005.00
18-Inch Slip Joint	1	Each	210.00	210.00
Extra for Pipe Under Pavement	55	Lin. Ft.	16.35	899.25
Concrete Manhole	1	Each	1,000.00	1,000.00
Concrete Inlet, Type G-2 MA, Modified	1	Each	700.00	700.00
8-Inch Drain Pipe	465	Lin. Ft.	2.45	1,139.25
Gravel in Drains	50	Cu. Yd.	16.85	842.50
Filter Fabric	445	Sq. Yd.	0.98	436.10
Drainage Curbs	387	Lin. Ft.	1.90	735.30
Loose Riprap, Class 50	160	Cu. Yd.	15.90	2,544.00
Loose Riprap, Class 700	3,000	Cu. Yd.	13.05	39,150.00
Geotextile Fabric	1,125	Sq. Yd.	1.57	1,766.25
Roadside Seeding & Mulching	3	Acre	800.00	2,400.00
				$ 160,652.69

Anticipated Items

Temporary Erosion Control	All Required		$ 3,000.00
			$ 3,000.00
		Subtotal	$ 163,652.69
		Engineering	22,098.31
		Total	$ 185,746.00

Length of Project	0.0 mi.

Work Retained in Program

Slide Correction	All Required	$ 15,000.00
Permanent Signing	All Required	1,600.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Slide Correction	$ 185,746.00	$ 163,735.00	$ 22,011.00
Work Retained in Program	16,600.00	14,632.00	1,968.00
Total	$ 202,346.00	$ 178,367.00	$ 23,979.00

Reimbursement 100% $~~211,602.00~~ 202,346.00 Public Law 97-424, S145

Group 1	100%
Contract No.	9709
Prefix:	10-1412
Prefix:	10-1026

[illegible]

DATE: June 8, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Winchester Bay Slide Section
Oregon Coast Highway, Douglas County
Contract No. 9709

This federal-aid grading and paving project is approximately 69 percent complete and it now appears that the final cost will exceed the project authorization by $53,300 or 26.1 percent.

Unanticipated movement of the slide over the winter will necessitate additional quantities of excavation and rock inlay materials in order to stabilize the area. These items are expected to add approximately $50,270 to the cost of the project.

The remote location of the project in relation to the project manager's headquarters has incurred inordinate costs for travel time and per diem payments in order to properly monitor and inspect the work.

There are sufficient funds available in the category of work and all the increase except $7,332 is eligible for federal participation.

I recommend that the authorization be increased by $53,300 to a new total of $257,786.80. This matter will be on the consent calendar for the June meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

OK
WEC

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 7, 1984

FROM: C. D. Fredrickson for O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT:
Request for increase in project authorization
Winchester Bay Slide Section
Oregon Coast Highway, Douglas County
Contract No. 9709

This federal aid grading and paving project is approximately 69 percent complete and it now appears that the final cost will exceed the project authorization by $53,300.00 or 26.1 percent.

Unanticipated movement of the slide over the winter will necessitate additional quantities of excavation and rock inlay materials in order to stabilize the area. These items are expected to add approximately $50,270.00 to the cost of the project.

The remote location of the project in relation to the project manager's headquarters has incurred of inordinate costs for travel time and per diem payments in order to properly monitor and inspect the work.

There are sufficient funds available in the category of work and all the increase except $7,332.00 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $53,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
M. L. Havig
B. M. Walton
W. F. Cobine

81-125-1387

Contains Recycled Materials

9709

F

April 19, 1984

Johnson Rock Products, Inc.
P.O. Box 548
North Bend, OR 97459

CON

Time Extension Request
Winchester Bay Slide
Contract No. 9709
FAP No. F-2-3(11)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested additional contract time due to the increase in riprap quantities and also because you felt that insufficient contract time was provided in the contract.

The quantity of riprap required on this project will be increased. It is anticipated that this additional work will require 14 calendar days to complete and a contract time adjustment of an additional 14 calendar days is granted for the performance of this added work. Your contention that insufficient time was specified in the contract is not a valid reason for adjustment of contract time and this portion of your request must be denied.

The adjusted contract time of completion of this project is 74 calendar days. Should you wish to submit additional data, or to further review this matter, please contact Project Manager Martin Havig.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
M. G. Havig w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: March 9, 1984

FROM: J. X. Wilson
J. X. WILSON
Region Construction Engineer

SUBJECT: Winchester Bay Slide
Oregon Coast Highway
Douglas county
Contract No. 9709

As discussed with you I believe at this time the contractor has no legitimate reason for a time extension. For the necessary additional slide correction work, however, we estimate 14 additional days will be required and we recommend that they be granted.

Hopefully the contractor can coordinate his remaining contract work so that it can be done in conjunction with the remaining extra work and avoid liquidated damages.

jxw/cw
Attach.

cc M. G. Havig

4-12-84

W. E. Schwartz -

I concur with Region and recommend a time extension of 14 C.D. for the performance of added rip rap work, i.e., added slide correction work.

O. B. Jackmond

CE
CAE
FOE
QCS
SCS

RECEIVED
MAR 14 1984
CONSTRUCTION SECTION

OM
CA
LS
TC
CP

1101 9N

ROAD DESIGN SECTION

DES 24-1

Martin Havig
Project Manager

April 16, 1984

Merle Anderson
Merle Anderson
Landscape Architect

Erosion Control
Winchester Bay Slide
Contract No. 9709

Plastic netting for erosion control can be obtained from:

Hobbs & Hopkins Limited
39th & Ankeny
Portland, OR 97214

Phone: 239-7518 (F.O.B., Eugene)

Grade stakes could be used instead of wire staples for tacking the netting on the slopes if a way of attaching the netting to the stake can be found.

I would like to add one additional seed to the specified mix -- "Hederma Sickle-Keeled Lupine". The seed can be added to the mix during the seeding operation. The Soil Conservation Plant Material Center is willing to donate 30 pounds for the project, since the seed is not yet commercially available. One or two days' lead time is all they need to have it ready.

Straw mulch should be applied at the same rate specified in the book -- 2 tons per acre.

Approximate cost estimates for (1) Roadside Seeding, Straw Mulch with Mulch Binder - $1,200/acre; (2) Erosion Netting - $1.00/sq. yd.

MA:ja

1709

S

rll

OSHD (Coulter) **STATE COPY**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) INITIAL CONTACT X☒ ~~INTERMEDIATE~~ INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Douglas	DIVISION Oregon

IN COMPANY WITH: J. X. Wilson, OSHD

DATE OF INSPECTION 10/25/83	INSPECTION MADE BY W. N. Bryant Area Engineer Wallace N. Bryant, Area Engineer	PROJECT NO. F-2-3(11)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 65 %	WORK COMPLETED 20 %

WINCHESTER BAY SLIDE
OREGON COAST HIGHWAY
Slide Removal, Rock Inlay & Paving

This project provides for the removal of slide material (25,000 cy), construction of a rock inlay (3,200 cy), paving (390 T.) and other incidental work common to this type project. A contract in the bid amount of $160,652.29 was awarded Johnson Rock Products, Inc., North Bend, Oregon on September 1, 1983. Work on the project began on September 21, 1983.

At the time of this inspection the majority of the clearing, grading and drainage work was completed and the contractor was making preparations for drilling the quarry located just easterly of Reedsport. Assuming no problems are encountered in the quarry the work should be completed about November 17; within the 60 calendar days allowed under the contract.

The grading work which was completed under hourly equipment bid items looks very good and in reasonably close conformance with the original intent.

Traffic control measures being used to direct traffic past the work area was found to be as planned and in reasonbly close conformance with the MUTCD.

RECEIVED
STATE HWY ENGR
NOV 7 '83
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ej
11/7

NOTED
W. E. SCHWARTZ

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

[illegible]

DATE: October 4, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
F-2-3(11)

Contract/ 9709, Work Started September 19, 1983

Project Winchester Bay Slide

Highway Oregon Coast

County Douglas

RDC:mk

cc: R. D. Church

9709.

September 20, 1983

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

CON 5

#9709

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9709 for work on the Winchester Bay Slide Section of the Oregon Coast Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ds

Enclosure

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
Martin Havig

johnson rock products

P. O. BOX 548, NORTH BEND, OREGON 97459 503 - 756-5158

August 25, 1983

#9709

Mr. Robert Gormsen
Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Dear Sir:

In accordance with 49 CFR 23 please find a listing of the MBE contractor we will be using to comply with the 3% minority-owned goal:

J and J Fencing, Inc.
694 N. 34th
Springfield, Oregon 97477

Item No.	Description	Quantity	Unit Price	Amount
5	Flagmen	400 Hrs.	$15.00/Hr.	$6000.00

The subcontract amount comprises 4% of the total contract amount.

Kirk L. Johnson is our EEO officer in charge of administering 49 CFR 23.

Respectfully,

Lex M. Johnson

LEX M. JOHNSON, SEC. - TREAS.

RECEIVED
AUG 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LMJ/rr

cc Kay Turner

rll
9709

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPRO L AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. 5
See below

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
various

-17-83

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/19/83

8. FEDERAL ROUTE NUMBER
Various

9. STATE ROUTE NUMBER
Various

10. GENERAL LOCATION:
See Projects below

11. GENERAL DESCRIPTION OF WORK
Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11)
F-86(5)
F-29(10)
IX-26(32)

F-2-3(11) [illegible] Bay Slide
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Invst | R/D | D/R | Sign | Act | File

Orig't
8/31

14. DATE
8/19/83

15. SIGNATURE OF APPROVING OFFICIAL
A. K Hessner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9709

5

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED
TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

81-125-1387

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

rll 9709

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-3(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30162

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/3/83

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Winchester Bay Slide Section

11. GENERAL DESCRIPTION OF WORK
Grade and Pave (Slide Correction)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Temporary Erosion Control $3,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 8/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $211,602. Regular Federal-aid matching ratio, appropriation code 010 in amount of $186,527 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $25,075.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
AUG 12 '83
REFER TO Potter
FOH

Info	Inves	R/D	D/R	Sign	Act	File

8/12

14. DATE 8/3/83

15. SIGNATURE OF APPROVING OFFICIAL G K H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9709 5

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2-3(11)
Winchester Bay Slide Section
Oregon Coast Highway
Douglas County

Date: August 1, 1983

From: Division Administrator

Reply to Attn. of: HFO.3-OR

NOTED
H.S. COULTER

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The information contained in Mr. Adams' July 27, 1983 letter relative to the designation of a mandatory materials source on the subject project has been reviewed. Considering the relatively small quantities involved and the generally poorer quality of material available in other possible sources in the area I concur that it is in the public interest to designate a mandatory materials source for this project.

G. K.
for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
AUG 2 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9709

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U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2-3(11)
Winchester Bay Slide Section
Oregon Coast Highway
Douglas County

Date: August 1, 1983

From: Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
H.S. COULTER

Mr. Admas' July 27, 1983 letter requesting concurrence in designating a City of Reedsport material source as mandatory was previously approved as being in the public interest. Mr. Adams' August 1, 1983 letter indicates that the City has subsequently requested that about 1,000 cubic yards of shot rock be left in the quarry as a consideration for the use of this source. I concur in this request.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (D R Adams)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR

AUG 2 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9'D1

5

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:
DES 16

August 1, 1983

Dale E. Wilken
Division Administration
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Attention: Glen K. Hossner

Winchester Bay Slide Section
Oregon Coast Highway
Douglas County

NOTED
H.S.COULTER

My letter of July 27, 1983 requested your approval of designating as mandatory, the use of a City of Reedsport material source.

I have since been informed the City is requesting about 1,000 cubic yards of shot rock be left in the quarry as a consideration for its use.

We believe the benefit of designating this as a mandatory material source is still true and we solicit your approval.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

FE:mg

cc: H. S. Coulter ✓
E. S. Hunter
Gary Potter
F. E. Terpin
S. H. Macnab
J. J. Gix
Fred Eriksen

RECEIVED
STATE HWY ENGR
AUG 1 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

734-1839

9709

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

July 27, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem Oregon 97301

ATTN: Glen K. Hossner

Winchester Bay Slide Section
Oregon Coast Highway
Douglas County

We propose to designate the use of a material source, owned by the City of Reedsport, as mandatory. The site is accessible from the Umpqua Highway about 2 miles easterly from Reedsport.

The site is about 7 miles from the project. It will provide satisfactory materials in the small amount required for the project at minimal cost. This source has material of known quality in an area of generally poorer quality material.

We believe the best interests of the public will be served in making the use of this source mandatory and your approval is solicited.

J.H. Versteeg
Road Design Engineer
By

Doanld R. Adams, P.E.
Final Design Engineer

FE:kg

cc: H.S. Coulter
E.S. Hunter
Gary Potter
F.E. Terpin
S.H. Macnab
J.J. Gix
Fred Eriksen

RECEIVED
STATE HWY ENGR

JUL 28 '83

REFER TO
[illegible] 5

FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						X

GR

9709

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: July 27, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30162
Project No. F-2-3(11)
Winchester Bay Slide Section
Douglas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 25, 1983 and may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Public Law 97-424, Section 145.

DRH:bks
Attachments
cc: James J. Gix (Region 3)
General Files

Form 734-3122

9 N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Douglas County

SEE INSTRUCTIONS ON REVERSE

SECTION Winchester Bay Slide Correction	KEY ID#
	REGION 3

Oregon Coast Hwy #9 **SURVEY AUTHORITY**

AUTHORIZATION NO.	PREFIX	DATE
3	10-1412	7-11-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 16,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		4,000
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,500	923 ENVIRONMENTAL SECTION		200	950 TRAINING		800
910 REGION GEOLOGIST		10,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		200
912 LANDSCAPE		1,000	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		100	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 51,700
PREVIOUS AUTHORIZATION		$ 12,000
ADD. AUTH. REQUIRED		$ 39,700

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
State

LOCATION ENGINEER'S REMARKS

RECEIVED
JUL 20 1983
ROAD DESIGN SECTION

2 ....
3 Macnab .... Stoedenmeyer ....
4 Terpin .... Trout .... Wakeslig ....

Do Not File ☐
Return To ....
Bring Up ...../...../.....
Action ....

Various approaches to correct the slide were investigated which required a seismic exploration of the slide mass in order to arrive at the recommended correction. In addition, more extensive field work was required to make a survey for right-of-way to be purchased. The preliminary enginieering costs are $51,700.

PREPARED BY J. E. Maness	DATE 7-11-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-12-83
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 7/11/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9709 9 N

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

July 7, 1983

J. H. Versteeg
Road Design Engineer

File 53591 and 53592
Winchester Bay Slide Section
Oregon Coast Highway
Douglas County

RECEIVED
JUL 8 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9709 9N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Winchester Bay Slide Correction

HIGHWAY NAME Oregon Coast	HIGHWAY NUMBER 9

REGION 3	ADMINISTRATIVE DISTRICT 6	COUNTY Douglas	CITY

LENGTH 0.1	MILEPOST NUMBER 216.1 TO	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project is to correct a cut slide by excavating, constructing a bench section and installation of drainage.

1 Versteeg
Anderson
2 Adams
3 [illegible] ace
Sullivan
Temple
[illegible]
4 [illegible] Rounds

RECEIVED
JUL 2? 1982
ROAD DESIGN SECTION

Do Not File
Return To

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) N/A	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS N/A	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. [illegible]
Location Engineer
Date 7/6/82

REFERRED TO
Board Stoudanmeyer
Cole Mann
1 Watson W
Leu
BY [illegible] ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	3 @ 12'	Same
SHOULDERS	2 @ 4'	Same
MEDIANS		—
PARKING LANES		—
SIDEWALKS		—
BIKEWAYS	On shoulder	Same
INTERCHANGES		—
OTHER:		—

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type TELEPHONE, POWER

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	N/A ☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(1)	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	1

RECOMMENDED CONSTRUCTION DATE ________ (Region) ________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

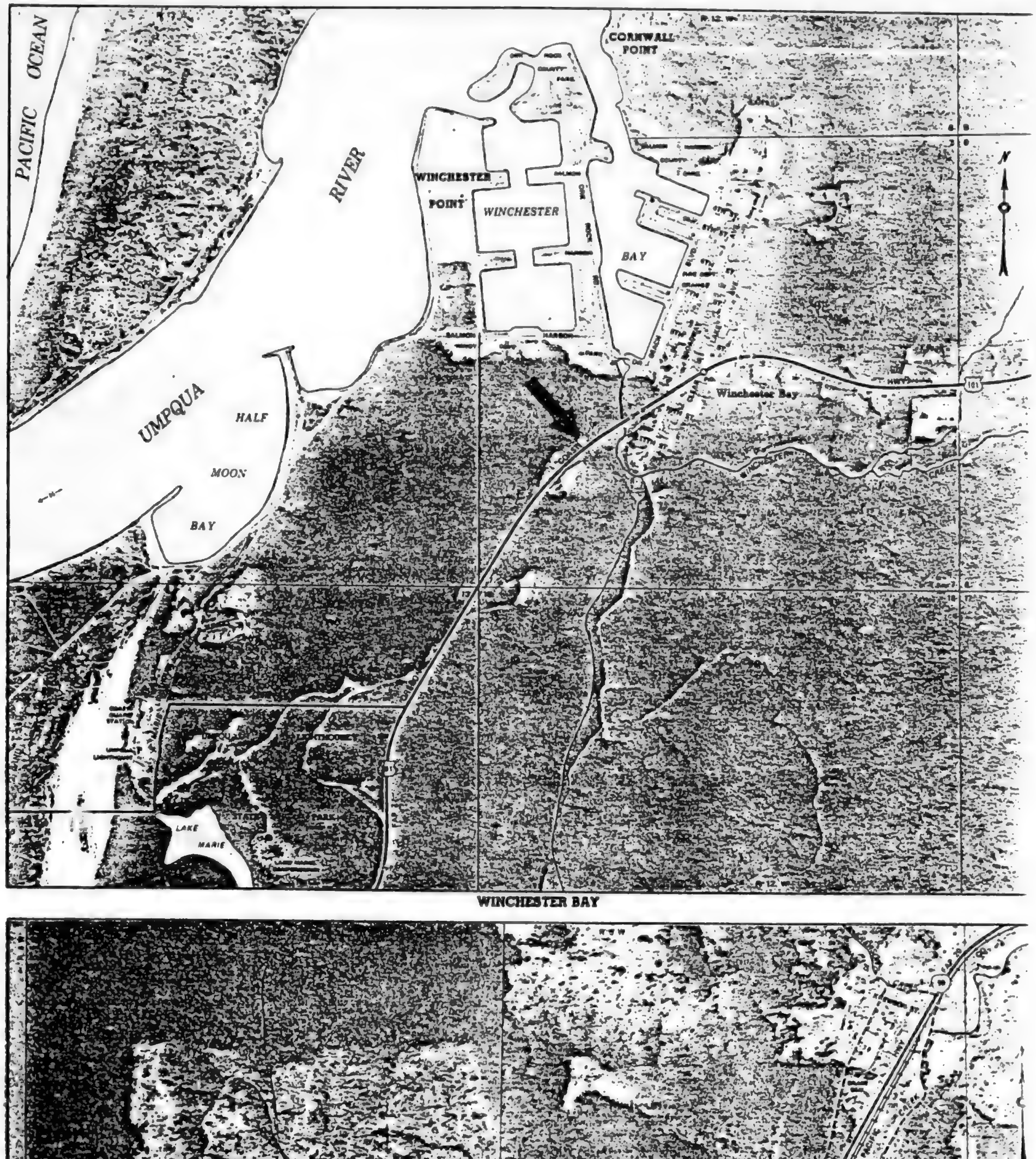
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	4,800	7.400
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	58,500	
OTHER ______		
ENGINEERING & CONTINGENCIES	11,700	
PROJECT TOTAL	75,000	77.600

SUBMITTED BY ______


PACIFIC OCEAN
RIVER
UMPQUA
HALF
MOON
BAY
WINCHESTER
POINT
WINCHESTER
BAY
CORNWALL
POINT
Winchester Bay
HWY
101
CREEK
LAKE
MARIE
N

WINCHESTER BAY

1983 Harney Co. Flood Repair Sec., 9710
Frenchglen Hwy. and Co. roads FAS 472
and FAS 473. (gr., surf., struc.)

4910

J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-64	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER		County Harney
MODIFICATION NUMBER 1	3 30 89	Project Number ER-330(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,053,386.00	$ 1,740,137.94
Federal funds	$ 2,053,386.00	$ 1,740,137.94
Other revisions		

This modification is made for the following reasons: To release funds in the amount of $313,248.06 to be used in second stage permanent pavement surface for Harney County Flood Repair project No. ER-330(5) "Wrights Point-Narrows Section".

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of MAR, 19 '89.

Oregon State Highway Division
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXXBy For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 23, 1989

Federal-Aid Project No. ER-330(3)

Harney County Flood Repair Section
Frenchglen Highway and Harney County Roads
Harney County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code E000
Frenchglen Highway (M.P. 17.87 to M.P. 22.53)
Narrow-Princeton Road (M.P. 3.2 to M.P. 5.57)(M.P. 7.27 to M.P. 7.95)
(M.P. 8.96 to M.P. 10.25)
Diamond-Grain Camp Road (M.P. 6.8 to M.P. 7.84)(M.P. 12.78 to M.P. 13.26)

TOTAL from Estimate dated September 20, 1983 $ 1,517,238.00

Length of Roadway -------------- 5.400 mi.
Length of Structure ------------ 0.018 mi.
TOTAL 5.418 mi.

Cost of Roadway Per Mile ------- $280,970.00

Type Code X080
Structure, Bridge No. 6751A (M.P. 22.23)(Sta. 23+86.24 to Sta. 24+79.24)

TOTAL from Estimated dated September 20, 1983 $ 112,115.00

Retain in Reserve

Reserve Used All Required $ 110,784.94

SUMMARY OF FUNDS (100%)

Description	Appn Code	SubJob	Total Cost	Federal Funds
Roadwork	098	011	$1,517,238.00	$1,517,238.00
Structure	098	011	112,115.00	112,115.00
Reserve	098	011	110,785.00	110,784.94
TOTAL			$1,740,138.00	$1,740,137.94

SubJob 010: 0%; SubJob 011: 100%
Contract No.: 9710
E.A. No.: C113-1069

RDF:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-152	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State: Oregon County: Harney Project No.: ER-330(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Harney County Flood Repair

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-83	5.418

OTHER *(Specify)*

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,053,386.00	$ 2,053,386.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 21 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 20, 1983

Federal-Aid Project No. ER-330(3)

Harney County Flood Repair Section
Frenchglen Highway and Harney Co. Roads
Harney County

Project Agreement Estimate

Type Code E000
Frenchglen Hwy. (M.P. 17.87 to M.P. 22.53)
Narrows-Princeton Road (M.P. 3.1 to M.P. 5.5)(M.P. 7.27 to M.P. 7.89)
(M.P. 8.91 to M.P. 10.25)
Diamond-Grain Camp Road (M.P. 6.8 to M.P. 7.84)

Mobilization		All Required		$ 100,110.00
Furnishing Field Laboratory	1	Each	3,500.00	2,000.00
Temporary Protection and Direction of Traffic		All Required		41,980.00
Temporary Signs	222	Sq. Ft.	10.00	2,220.00
Temporary Barricades	6	Each	60.00	360.00
Flagmen	360	Hour	10.00	3,600.00
Pit Run Granular Material, Unit A	48,200	Cu. Yd.	1.80	86,760.00
Pit Run Granular Material, Unit B	11,900	Cu. Yd.	3.00	35,700.00
Pit Run Granular Material, Unit C	4,641	Cu. Yd.	4.10	19,028.10
Pit Run Granular Material, Unit D	2,234	Cu. Yd.	4.80	10,723.20
Quary Run Rock	12,200	Cu. Yd.	6.20	75,640.00
Finishing Roadbed and Slopes		All Required		27,975.00
Watering	410	M-Gal.	10.00	4,100.00
Emulsified Asphalt in Watering	40,000	Gal.	0.85	34,000.00
Coarse Aggregate Base	11,000	Cu. Yd.	5.50	60,550.00
3/4"-0 Aggregate Base	5,340	Cu. Yd.	6.00	32,040.00
18-inch Culvert Pipe	80	Lin. Ft.	17.00	1,360.00
21-inch Culvert Pipe	10	Lin. Ft.	19.00	190.00
24-inch Culvert Pipe	30	Lin. Ft.	22.50	675.00
30-inch Culvert Pipe	40	Lin. Ft.	45.00	1,800.00
36-inch Culvert Pipe	340	Lin. Ft.	25.00	8,500.00
48-inch Culvert Pipe	20	Lin. Ft.	62.50	1,250.00
24-inch Arch Type Pipe	10	Lin. Ft.	25.00	250.00
42-inch Arch Type Pipe	14	Lin. Ft.	63.50	889.00
Guard Rail, Type 2A	300	Lin. Ft.	11.35	3,405.00
Guard Rail, Type 3	100	Lin. Ft.	23.00	2,300.00
Guard Rail Anchors, Type 1	4	Each	300.00	1,200.00

Rail End Pieces, Type C	4	Each	85.00	$ 340.00
Loose Riprap, Class 50, Unit A	16,900	Cu. Yd.	5.40	91,260.00
Loose Riprap, Class 50, Unit B	6,275	Cu. Yd.	6.15	38,591.25
Loose Riprap, Class 50, Unit C	3,729	Cu. Yd.	7.60	28,340.40
Loose Riprap, Class 50, Unit D	1,796	Cu. Yd.	8.15	14,637.40
Loose Riprap, Class 100, Unit A	31,300	Cu. Yd.	6.50	203,450.00
Loose Riprap, Class 100, Unit B	7,700	Cu. Yd.	8.00	61,600.00
Loose Riprap, Class 700	5,900	Cu. Yd.	8.50	50,150.00
Filter Blanket	350	Cu. Yd.	6.00	2,100.00
			Subtotal	$ 1,049,024.35

Anticipated Items

Water Turbidity Control	All Required		$ 50,000.00
		Subtotal	$ 1,099,024.35
		Engineering	137,377.65
		Total	$ 1,236,402.00

Type Code X080

Structure, Bridge No. 6751A (M.P. 22.23)(Sta. 638+31.75 thru Eq. 638+42.25 Bk= 23+96.74 Ah. to Sta. 24.79.24)

Bridge Removal Work		All Required		$ 8,000.00
Furnish Pile Driving Equipment		All Required		17,000.00
Furnish HP 10X42 Piling	1,792	Lin. Ft.	12.00	21,504.00
Drive Steel Piles	1,596	Lin. Ft.	1.00	1,596.00
4' x 30'/35' Prestressed Slabs	24	Each	1,800.00	43,200.00
Structural Steel	14,500	Lb.	1.25	18,125.00
Metal Rail with Tubing	200	Lin. Ft.	40.00	8,000.00
			SUBTOTAL	$ 117,425.00
			Engineering	14,678.00
			TOTAL	$ 132,103.00

Length of Roadway	5.400 mi.
Length of Structure	0.018 mi.
TOTAL LENGTH	5.418 mi.

Cost of Roadway Per Mile $228,963.33

Retain in Program

Phase 2 Bituminous Penetration	All Required	$ 684,881.00

SUMMARY OF FUNDS (100%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS
Roadway	$1,236,402	$1,236,402
Structure	132,103	132,103
Reserve	684,881	684,881
TOTAL	$2,053,386	$2,053,386

Group 1: 100%
Contract No. 9710
Prefix: 113-1407
Prefix: 113-1069

Office of the Governor
State of Oregon

EXECUTIVE ORDER NO. EO - 88 - 05

EMERGENCY DISASTER, HARNEY COUNTY

A state of emergency disaster was declared to exist on March 13, 1983 with respect to lands inundated by Malheur Lake, Harney Lake, Mud Lake and associated bodies of water located in Harney County. The levels of these bodies of water has risen and reached historically unprecedented elevations, submerging thousands of acres of land, and causing extensive damage to highways, farm lands and other improvements. During 1987, the levels dropped but not sufficiently to end the state of emergency disaster. Elevated lake levels pose a continuing problem to approximately 50,000 acres of private ranch land based on projections throughout 1988. Extension of the disaster declaration is necessary to insure continuation of flood relief assistance and has been requested by the County Court for Harney County.

IT IS ORDERED AND DIRECTED:

1. A state of emergency disaster is declared to exist within the County of Harney as a result of the flooding of Malheur Lake, Harney Lake, Mud Lake and associated bodies of water, from rain and melting snowpack and consequent disruption of commerce and transportation services within the county. I direct all state agencies and call upon federal, local and private entities, to render such assistance as may be possible in dealing with this emergency disaster. The immediate repair and construction, raising the grade of the Frenchglen Highway, Steens Highway, Narrows-Princeton Highway and associated county roads, is vital to the area by providing transportation services, well-being and health to the citizens of Oregon. The Secretary of Transportation of the United States is requested to concur in the declaration of this emergency.

2. This declaration is not intended to request U.S. Army Corps of Engineers assistance, under the Advanced Measures Authority of P.L. 84-99, regarding the proposed Malheur Gap drainage ditch.

3. The area described in paragraph 1 of this Executive Order shall be considered a disaster area for purposes of property tax deferral under ORS 311.730 and 311.780.

Done 4/25

info copies: B. Hector
D. Christensen
D. Adams

4. Executive Order EO-83-4 dated March 14, 1983, and its amendments dated June 15, 1983, April 17, 1984, January 7, 1985, January 8, 1986, and December 31, 1986, are hereby rescinded.

5. Unless amended, extended or sooner rescinded, this Executive Order expires on January 1, 1989.

Done at Salem, Oregon this 18th day of February, 1988.

GOVERNOR

ATTEST:

Assistant to SECRETARY OF STATE

0170L/fal

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Harney	DIVISION Oregon
DATE OF REPORT 2/26/87	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. ER-330(3)
COMPLETION DATE (Actual) 7/12/84	ACCEPTANCE DATE BY CONRTACT AGENCY 8/4/86	TIME ELAPSED 100 %	CONTRACT TIME 100 DAYS

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: ***The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.***

HARNEY COUNTY FLOOD REPAIR SECTION
FRENCHGLEN HIGHWAY AND COUNTY ROADS
Grading, Surfacing & Structure

This project provided for repairs to the Frenchglen Highway and three separate Harney County roads which were damaged as a result of the rising water in Malheur Lake basin.

A thirteen day time extension was granted. No liquidated damages were assessed the contractor.

The contractor claim of $155,000 for costs to develop an additional riprap source was settled by PA No. 5 for $45,000.

The final cost of $1,719,511 is within one percent of the authorization.

- TPL -

NOTED
E. SCHWAR

RECEIVED
STATE HWY ENGR
MAR 10 '87
REFER TO
Construction

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price
TITLE Area Engineer	DATE 3/9/87	TITLE District Engineer B	DATE 3/9/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9710

September 9, 1986

CON 5 - #9710

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

On August 7, 1986, we wrote to you concerning release of final payment on Contract No. 9710 awarded to Mann Construction Co., Inc. for work on the Harney County Flood Repair Section of the Frenchglen Highway and County Roads FAS 171, B472 and B473 in Harney County.

Final payment on this contract is $21,385.87 and the total contract amount is $1,546,617.80 including $40,239.71 for work performed under force account.

George Bell
Assistant Director

cgc

cc: Mann Construction Co., Inc.
P.O. Box 580
Redmond, OR 97756

bc: C.O. Fredrickson
Walt Hart
Robert D. Hector

77.2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 15, 1986

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

CC 79)

CON 5
9710

FROM: Larry Rulien
for State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Harney County Flood Repair Section
Frenchglen Highway and County Roads, Harney County
Contract No. 9710

This Federal-aid Emergency Relief project has been completed and the final accounting reveals that the authorized amount has been exceeded by approximately $90,200 or 5.5 percent.

The project plans were assembled hurriedly and were modified somewhat during construction. The amounts originally estimated for pitrun material, quarry-run rock and aggregate base were exceeded by approximately $365,000. Riprap items cost approximately $318,000 less than estimated. The net effect of all contract item quantity changes was an increase of approximately $52,900.

Unanticipated work items included excavating a bed to place riprap at a cost of $40,000. A settlement of $45,000 was negotiated for other extra work items for which the contractor had claimed approximately $138,000.

Engineering costs exceeded the amount anticipated by approximately $31,000, primarily due to the remote location.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $90,200 to a new total of $1,719,555.47. This matter will be on the consent calendar for the July 22 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
R. D. Hector
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5
9710

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 15, 1986

O-B-Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Harney County Flood Repair Section
Frenchglen Highway and County Roads, Harney Co
Contract No. 9710

This Federal-aid Emergency Relief project has been completed and the final accounting reveals that the authorized amount has been exceeded by approximately $90,200 or 5.5 percent.

The project plans were assembled hurriedly and were modified somewhat during construction. The amounts originally estimated for pitrun material, quarry-run rock and aggregate base were exceeded by approximately $365,000. Riprap items cost approximately $318,000 less than estimated. The net effect of all contract item quantity changes was an increase of approximately $52,900.

Unanticipated work items included excavating a bed to place riprap at a cost of $40,000. A settlement of $45,000 was negotiated for other extra work items for which the contractor had claimed approximately $138,000.

Engineering costs exceeded the amount anticipated by approximately $31,000, primarily due to the remote location.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $90,200. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
H. E. Shaw
B. M. Walton
D. L. Trout

Office of the Governor
State of Oregon

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1/23

NOTED
E. S. HUNTER

cy ASHE's—ESH
Hector
1/21

CC Technical Services
Managers

EXECUTIVE ORDER NO. EO - 83 - 4
(Fourth Amendment)

EMERGENCY DISASTER, HARNEY COUNTY

A state of emergency disaster was declared to exist on March 13, 1983, with respect to lands inundated by Malheur Lake, Harney Lake, Mud Lake and associated bodies of water located in Harney County. The levels of these bodies of water have risen and reached historically unprecedented elevations. Following the 1983 declaration, continued rise in water levels inundated thousands of acres of land, and caused extensive damage to highways and farmlands. Projections based on surveys by the National Weather Service and the Soil Conservation Service provide reasonable cause to believe the levels will not drop sufficiently during 1986 to end the state of emergency disaster.

IT IS ORDERED AND DIRECTED:

1. Paragraphs 1 (as amended by the Second Amendment dated April 17, 1984), 2 and 3 of Executive Order EO-83-4 are continued in effect throughout 1986.

2. Unless amended, extended, or sooner rescinded, this Executive Order expires on January 1, 1987.

Done at Salem, Oregon, this 8th day of January, 1986.

GOVERNOR

ATTEST:

Barbara Roberts
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

July 29, 1985

In Reply Refer to File No.:

CON 3

Mann Construction Co., Inc.
P. O. Box 580
Redmond, OR 97756

Attn: Richard Mann
President

Gentlemen:

Re: Harney County Flood Repair
FAP No. ER-330(3)
Contract No. 9710
Wage Rate Violations

As you requested in your July 23, 1985 letter, underpayments in the amount of $16,385.87 plus liquidated damages of $680.00 will be deducted from the post semi-final payment. We will be unable to close out this project, however, until all underpayments have been made with cancelled checks furnished as proof of payment.

The State does not have the time or resources to locate the individuals and make payments on your behalf as you requested. This will remain your responsibility.

Sincerely,

ORIGINAL SIGNED BY

J. L. Widmer
EEO, MBE & Labor Compliance
Officer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 29 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JLW:mk

bc: Dale E. Wilken, FHWA
H. S. Coulter
W. E. Schwartz
Jack Sollis
R. D. Hector
B. N. Hatcher
Bruce Walton

07291M

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

NOTED
H. S. COULTER

In Reply Refer to
File No.:

CON 3

July 18, 1985

Mann Construction Co., Inc.
P. O. Box 580
Redmond, OR 97756

RECEIVED
STATE HWY ENGR
JUL 19 '85
REFER TO
FOR
Info Inves R/O

Gentlemen:

Re: Harney County Flood Repair
FAP No. ER-330(3)
Contract No. 9710
Wage Rate Violations

A recent investigation by the U.S. Department of Labor on the above listed project disclosed underpayment of wages and overtime or Contract Workhours and Safety Standards Act (CWHSSA) violations involving six employees in the amount of $15,590.33. Gilcon Construction, Inc., your subcontractor, is charged with these underpayment violations.

In your contract documents, Section 107.03 in the Standard Specifications states that, pursuant to ORS 279.316, the contractor shall comply fully with ORS 279.334 which states that time and one-half pay shall be paid to any employee employed in excess of eight hours a day or forty hours in any one week, and for work performed on Saturday, Sunday and other listed holidays.

I have computed the overtime hours based on Oregon Law and added this amount to the figures assessed by the Department of Labor. Total underpayment amounts are as follows:

Van Collman	$2,369.02	Rich Parmentier	$2,121.53
Arlie Parmentier	$3,112.80	William Petrie	$2,390.02
Curtis Parmentier	$2,867.85	William Weathers	$3,524.65

In addition to the underpayment of wages, $680.00 liquidated damages is being assessed for overtime violations.

Prime contractors are responsible for wage violations of their subcontractors. Please ensure that proper payments are made.

Please furnish Project Manager, Mr. Barry Hatcher, with copies of cancelled checks in the above amounts as proof of payment.

Sincerely,

ORIGINAL SIGNED BY

J. L. Widmer
EEO, MBE & Labor Compliance
Officer

JLW:mk

bc: Dale E. Wilken, FHWA
Jack Sollis
H. S. Coulter
R. D. Hector
W. E. Schwartz
B. N. Hatcher

07187M

971

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

June 18, 1985

In Reply Refer to
File No.:

NOTED
S. COULTER

U. S. Department of Labor
Employment Standards Division
909 First Ave., Room 3032
Seattle, WA 98174

Re: Mann Construction Co., Inc. - Prime Contractor
Gilcon Construction, Inc. - Sub-Contractor
FAP No. ER-330(3)
Contract No. 9710

Attn: W. J. Olson
Ass't Regional Administrator

Your letter of June 10, 1985 requests that our agency withhold $15,590.33 from contract funds due to labor violations on the above project. You further indicate that $680 in liquidated damages have been computed.

We are presently withholding only $5,000 in retainage. Any additional monies that may be due this contractor will be held in addition to the stated retainage.

Please notify us when this issue is satisfactorily concluded.

Sincerely,

J. L. Widmer
EEO, MBE & Labor Compliance
Officer

JW:lmf

bc: Glenn Hossner FHWA w/attach.
H. S. Coulter w/attach.
Jack Sollis w/attach.
R. D. Hector w/attach.
Barry Hatcher w/attach.

06193L

RECEIVED
STATE HWY ENGR
JUN 21 '85
REFER TO

Info	Inves	R/D	[illegible]	[illegible]	[illegible]	[illegible]

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
909 First Avenue, Room 3032
Seattle, Washington 98174

June 10, 1985

Reply to the Attention of

CE ..... CAE ..... RECEIVED LS ..... TC .....
COE ..... OM .....
OE ..... SA ..... CC .....
CA ..... JUN 12 1985 FE ..... CP .....
CAM ..... CONSTRUCTION PQC .....
EEO ✓ SECTION QCS .....
FILE .....

Mr. John L. Widmer
Oregon Department of Transportaion
1158 Chemeketa St.,N.E.
Salem, Oregon 97310

Dear Mr. Widmer:

Re: Mann Construction Co., Inc. - Prime Contractor
Redmond, Oregon
Gilcon Construction, Inc. - Subcontractor
Bend, Oregon
Contract No: 9710

Please be advised that this agency is conducting a concurrent Fair Labor Standards Act, Davis-Bacon Related Act, and Contract Work Hours and Safety Standards Act investigation of the above subcontractor with respect to performance on the above-captioned contract.

Our investigation has disclosed DBRA and/or CWHSSA violations and to date this agency has not been successful in obtaining a voluntary agreement to pay the back wages found due. Therefore, as provided by 29 CFR Part 5, Section 5.9, which was promulgated under the authority of Reorganization Plan No. 14 of 1950 (64 Stat. 1267) and/or Section 2 of the CWHSSA (40 U.S.C. 328, et seq.), your agency is requested to withhold $15,590.33 from contract funds.

In addition to the foregoing, you may wish to withhold $680 to provide for the liquidated damages which resulted from the overtime violations, and which your agency may determine to assess upon the receipt of our final report.

Send written notice, which specifies the contractor(s) by name, of the action taken in response to this request. Please send this report to the above address within fifteen days of receipt.

For your further information, the subject contractor(s) have been notified of our intent to cause this withholding.

If you have any questions call Mr. Ed Woodruff at (206) 442-1914 or FTS 399-1914.

Thank you for your cooperation.

Sincerely,

W J Olson

W.J. Olson
Assistant Regional Administrator

CC: Tom Lowe

1

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

ORIGINAL SIGNED BY
W. H. WAKERLIG

DATE: May 29, 1985

FROM: W. H. Wakerlig, P.E.
Program Unit Engineer
Program Section

SUBJECT: Harney County Flood Repair
French Glen and Steens Highways
Harney County

Cont.
#9710

On May 21 I received a phone call from FHWA Assistant Division Administrator Bob Hathaway on the subject project. Hathaway indicated he had received a Congressional inquiry from Representative Bob Smith's office and asked the following questions:

1. What is the amount of Federal ER money expended to date?
2. What is the amount of State money expended to date?
3. What proposed work remains and what is the estimated cost for both Federal ER and State?

We discussed the project and concluded that paving of contract no. 9710 would probably be eligible for Federal ER monies, while paving the larger project in connection with contract no. 9808 outside of the limits of contract no. 9710 would likely not be eligible for Federal ER funding.

It has been determined that both contracts are complete; however, claims prevent determination of a total cost at this time. I reported to Hathaway the total ER money on contract no. 9710 would approach $1,750,000.00 and the total State dollar cost, in connection with contract no. 9808 would be $2.9 million. I further advised that the surfacing for the ER eligible portion of the total project would equal $1.4 million and that the ER ineligible portion, or state funded, would total $750,000.00.

In our second discussion on May 22 I learned that Representative Smith plans to introduce legislation in Congress that would retroactively reimburse Oregon for any expenditure of State funds in connection with these projects.

WHW:pf

cc: Gary A. Potter
Duane Christensen
Bob Hector, Region 5
Bob Hathaway

1 RDE Doc
FDE
2 LE R
SE
FPC
PDE
LFE
GTE

RECEIVED
MAY
ROAD DESIGN SECTION

9710

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-330(3)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Harney
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-14-85
4. PROGRAM NO.
5. ITEM NO. ER-3
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/1/84
8. FEDERAL ROUTE NUMBER Secondary 170, B472 & B473
9. STATE ROUTE NUMBER Secondary 440 & County Roads
10. GENERAL LOCATION:

Harney County Flood Repair

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 12/26/84 this will confirm the date of 12/1/84 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $10,000 Federal Funds (SFO #5). Reimbursement will be in accordance with the Federal-aid Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Potter
FOR
Info Invest R/D D/R Sign Act File

Orig to
1/15

14. DATE 1/14/85
15. SIGNATURE OF APPROVING OFFICIAL G. K Hessner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1-7-85

Office of the Governor
State of Oregon

EXECUTIVE ORDER NO. EO - 83 - 4
(Third Amendment)

EMERGENCY DISASTER, HARNEY COUNTY

A state of emergency disaster was declared to exist on March 13, 1983, with respect to lands inundated by Malheur Lake, Harney Lake, Mud Lake and associated bodies of water located in Harney County. The levels of these bodies of water have risen and reached historically unprecedented elevations. Following the 1983 declaration, continued rise in water levels inundated thousands of acres of land, and caused extensive damage to various highways. Projections based on surveys by the National Weather Service and the Soil Conservation Service provide reasonable cause to believe the levels will continue to rise throughout 1985, inundating additional acreages and causing further damage to highways and other improvements.

IT IS ORDERED AND DIRECTED:

1. Paragraphs 1 (as amended by the Second Amendment dated April 17, 1984), 2 and 3 of Executive Order EO-83-4 are continued in effect throughout 1985.

2. Unless amended, extended, or sooner rescinded, this Executive Order expires on January 1, 1986.

Done at Salem, Oregon, this 7th day of January, 1985.

GOVERNOR

ATTEST:

Barbara Roberts
SECRETARY OF STATE

9710.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 7, 1984

In Reply Refer to
File No.:

CON 5

Mann Construction Co., Inc.
P. O. Box 580
Redmond, OR 97756

Time Extension Request
Harney County Flood Repair
Contract No. 9710
FAP No. ER-330(3)

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of an additional 13 calendar days is granted due to bid item quantity overruns and the performance of extra and additional work.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Bob Hector w/att.
Barry Hatcher w/att.
FHWA w/att.
Bruce Walton

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: October 12, 1984

Attention: O. B. Jackmond

SUBJECT: Contract Time Extension Request
Mann Construction
Harney County Flood Repair
Contract #9710

Enclosed for your consideration is Time Extension Request from Mann Construction requesting an additional twelve days over the 100 calendar days originally set up for this project.

You will recall from our discussion of Mann's claims that the riprap for the project underran 57% while the pit-run material overran approximately 105%. While these two items balance dollarwise, the additional work time required to complete the pit-run material (+65,000yds.) probably by itself justified the additional 12 days.

We also had extra work done under EWO#1 and P.A. #3 for which seven days can be accounted for as follows:

EWO #1 - Channel excavation - 3 days
Install additional pipes - 2 days

P. A.#3- Additional pile driving - 2 days

We recommend the time extension request of twelve days be granted.

W.F. Schwartz -
I concur with Region & Proj. Mgr. and recommend a 13 calendar day time extension.

O. B. Jackmond

William Anhorn
William G. Anhorn
Region Construction Engineer

WGA/lm
Enc.
cc: Barry Hatcher

CE____ CAE____ RECEIVED LS____ TC____
COE____ OM____ SA____ CC____
CA____ OCT 19 1984 FE____
CAN____ MA____
CP____ CONSTRUCTION QCS____
EEO____ SECTION FILE____

971

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: September 21, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: B- Bruce M Walton
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. ER-330(3)

Contract 9710, Work Completed July 12, 1984

Project Harney County Flood Repair

Highway Frenchglen Hwy. & County Roads

County Harney

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 5, 1985

Christianson
Dale E. Wilken
Division Administrator

NOTED
W. E. SCHWARTZ

RDC:mk

cc: H. S. Coulter
C. O. Fredrickson
R. D. Hector
B. M. Walton

RECEIVED
STATE HWY ENGR

MAR 22 '85

REFER TO
Schwartz

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Form 734-3122

7710 440

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: January 9, 1984

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: The Narrows Section
Frenchglen Highway
Harney County

At your request, we have made a study of the probability of the existing highway being overtopped by the rising level of Malheur Lake.

We believe, from the information at hand and consulting with other agencies, that the lake will peak at elev. 4101.5 in July. This would result in 4.11 miles of the Frenchglen Highway and 0.12 miles of the Steens Highway being under water.

It is reported the water content of the snow pack currently is at 200% the 15-year average. Large areas of marshy vergetation are inundated which decreses the losses due to transpiration. Measures of ground water elevations in wells indicate a highwater table exists. Therefore, it is unlikely that a significant amount of ground water absorption will take place.

This forecast is based on conditions that exist at this time. If weather conditions change during the rest of the winter, the water level will be affected accordingly.

FET:GE
Attachments

9-10-84
Hector reports no flooding expected based on their information

NOTED
E. S. HUNTER

R

81-125-1367

Contains Recycled Materials

D. Bryson

Malheur Lake Forecast

Dec. 19, 1983 gage reading 4098.5'

June 1 forecast w/150% ave. snowpack 4100.8'

June 1 forecast w/200% ave. snowpack 4101.5'

snowpack in basin as of 12-1-83 was 202% of normal snowpack for that date

Form 734-3106

File No.

Sheet of Sheets

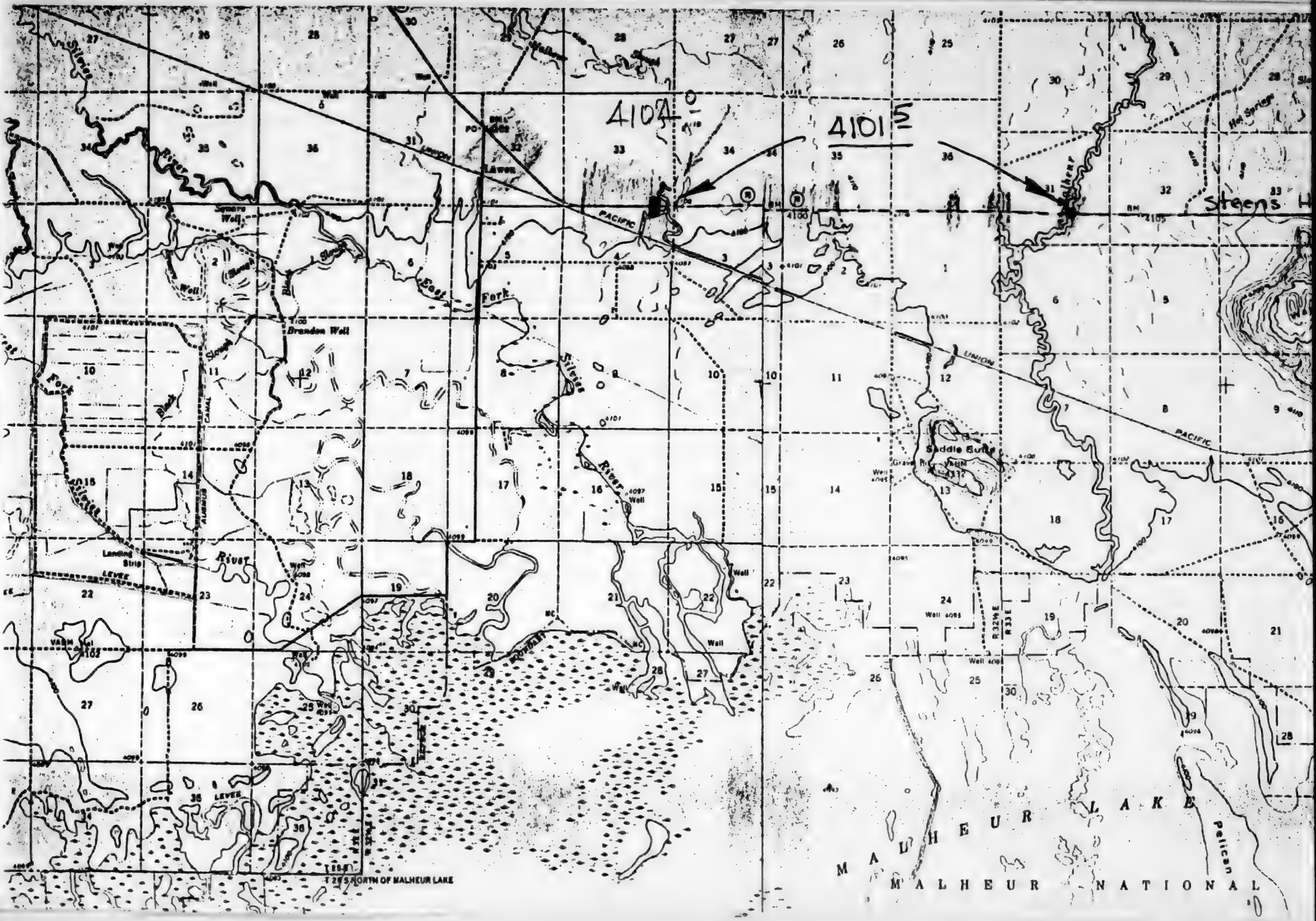
OREGON STATE HIGHWAY DIVISION

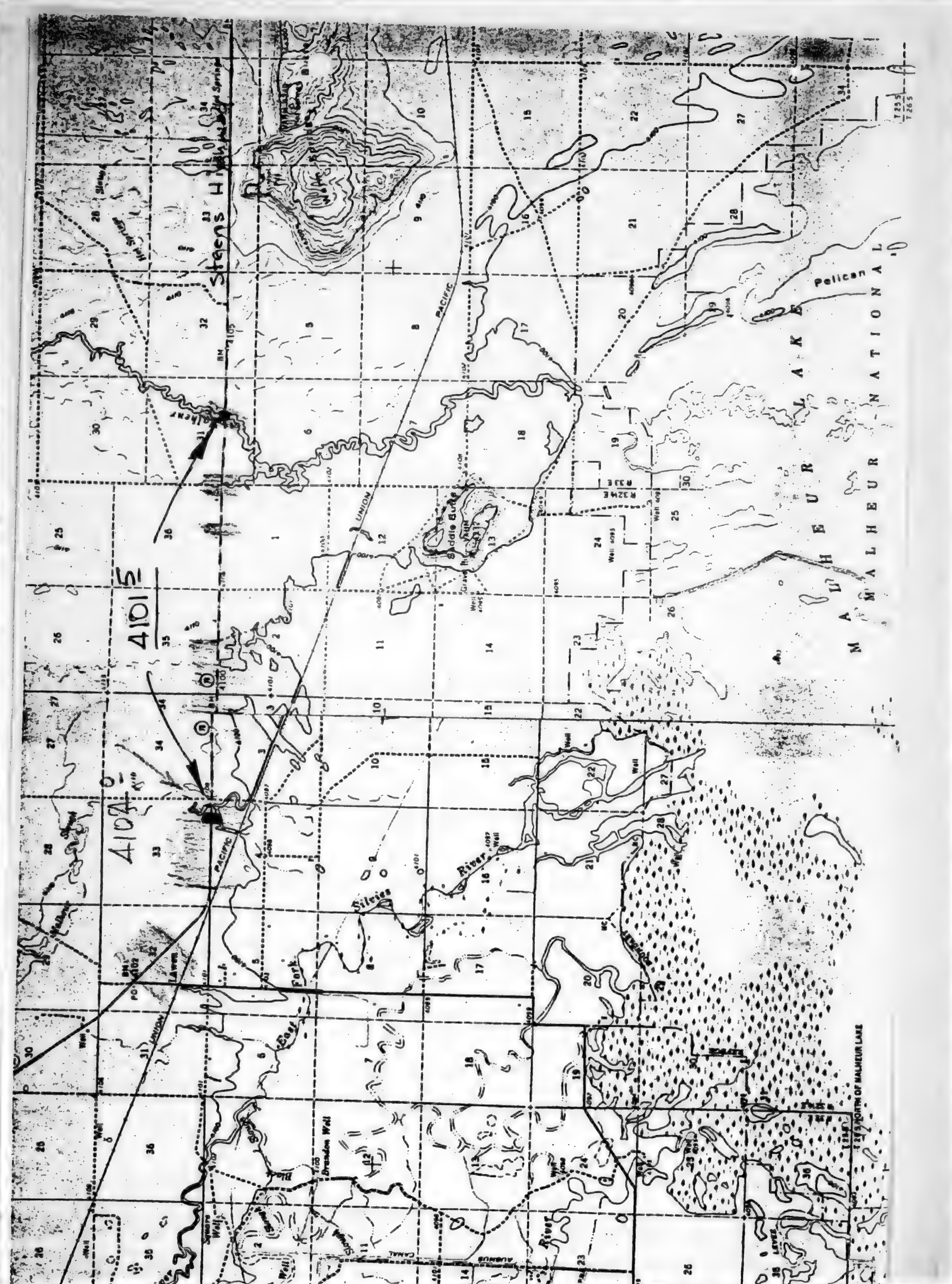
Calculations for Harney County Flood Areas (State Highways)

Made by PB 1-06 84

Existing Contract

Frenchglen Highway	4.28 miles		Rdwy.	4101^{00}
Frenchglen Highway Steens Highway	4.11 0.12	4.23		4101^{5}
Frenchglen Highway Steens Highway	4.28 0.66	4.94		4102^{0}
Frenchglen Highway Steens Highway	4.92 1.83	6.75		4103^{0}
Frenchglen Highway Steens Highway	6.12 2.50	8.62		4104^{0}


4104 0
4101 5
Steens H
Hot Springs
Lawen
UNION
PACIFIC
Silvies
River
East Fork
Brandon Well
Slough
Well
Saddle Butte
R32E
R33E
Landing Strip
Levee
LEVEE
Canal
MALHEUR LAKE
MALHEUR NATIONAL
Pelican
T 26 S NORTH OF MALHEUR LAKE


Steens H
4101.5
4104.0
UNION PACIFIC
PACIFIC
Saddle Butte
Silvies River
East Fork
MALHEUR LAKE
MALHEUR NATIONAL
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R32W E
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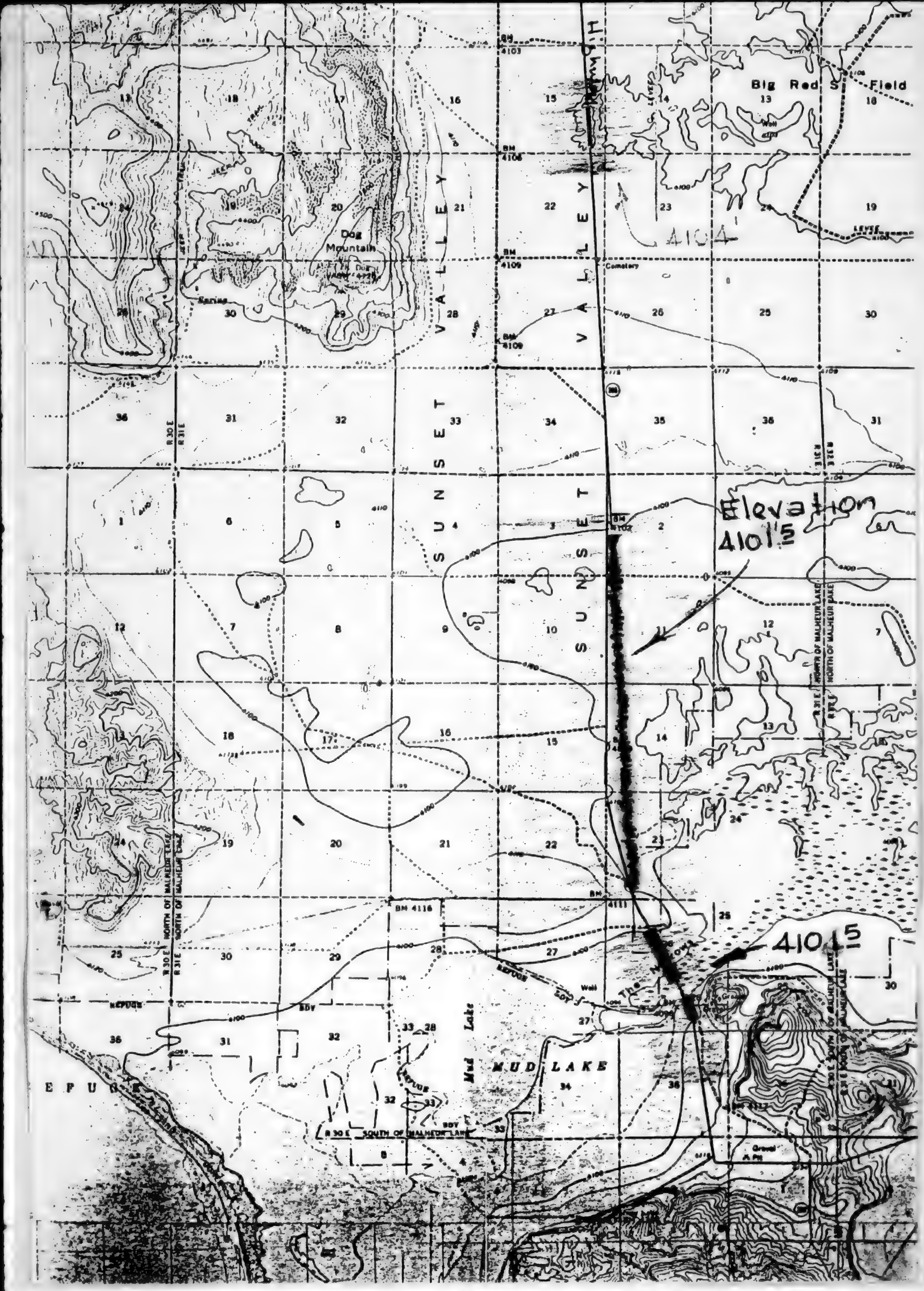
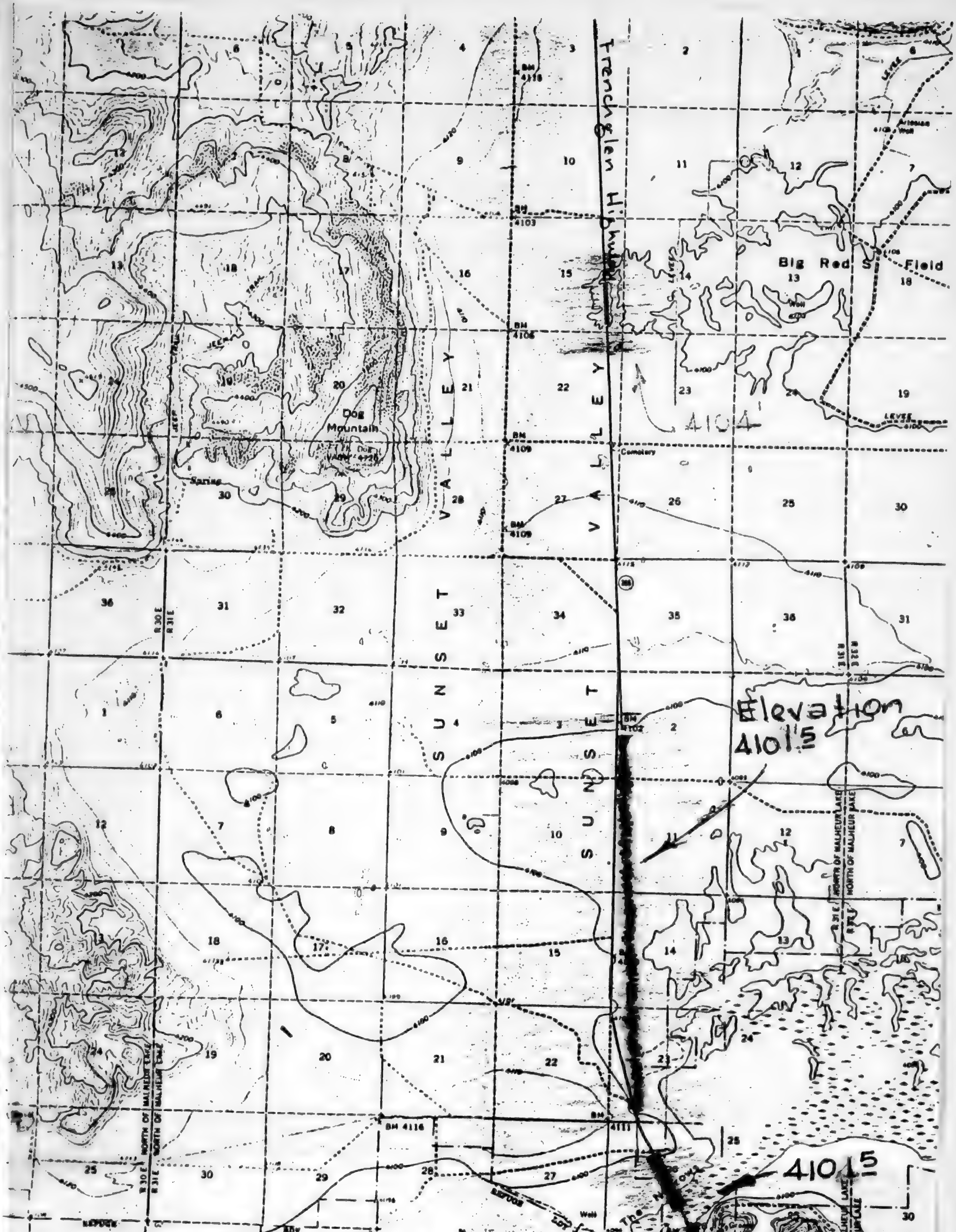
T25S
T26S
Well
Brandon Well
CANAL
River
LAWEN


Big Red S. Field
Dog Mountain
SUNSET VALLEY
SUNSET VALLEY
Cemetery
Spring
LEVEE
BM 4103
BM 4106
BM 4109
BM 4109
BM 4102
BM 4111
BM 4116
R 30 E
R 31 E
R 31 E
R 32 E
NORTH OF MALHEUR LAKE
SOUTH OF MALHEUR LAKE
REFUGE BDY
Well
Mud Lake
MUD LAKE
Gravel Pit
4100
4104

Elevation 4101.5

4101.5


Trenchglen Highway
Big Red S Field
Dog Mountain
SUNSET VALLEY
SUNSET VALLEY
4104
Elevation 4101.5
4101.5
Cemetery
Spring
Well
LEVEE
BM 4118
BM 4103
BM 4106
BM 4109
BM 4109
BM 4102
BM 4111
BM 4116
R 30 E
R 31 E
NORTH OF MALHEUR LAKE
REFUGE
BDY
The Narrows
Mud Lake
MUD LAKE
EFUGE

9710

File N
440

HARNEY COUNTY FLOOD REPAIR

1983 Frenchglen Highway and County Roads

Finish elev. 4101.0 Length 10.7 miles

Contracted September 1983, Completed December 1983

Contract Amount: $1,398,315.97

Surfacing crushed aggregate and emulsion

1984 Frenchglen Highway

Finish elev. 4104.0 Length 4.65 miles

Steens Highway

Finish elev. 4106.0 Length 5.34 miles

Contracted May 1984, Estimated completion August 1984

Contract Amount: $1,782,452.00

Surfacing aggregate leveling course with oil binder

Water elevation 4102.5 on July 6, 1984

June 21, 1984

CON

Mann Construction Co., Inc.
P.O. Box 580
Redmond, OR 97756

Contract Claims
Harney County Flood Repair
Contract No. 9710

Your letter of June 12 requesting a meeting to appeal our Region Engineer's decision in regard to two construction claims on the above contract has been referred to our Construction Section, which handles such appeals. They will contact you and arrange the requested meeting as expeditiously as possible.

Over the years the Division has developed an informal administrative contract dispute resolution process. The process is informal in that it is not required by any contract provision, rule, or regulation. The contractor may pursue a claim in the Division's administrative process, or may pursue it through formal legal action, as the contractor elects. We certainly do not recommend the latter action.

The administrative claim review process is as follows:

1. Review with Region Engineer
2. Review with Construction Section
3. Review with Contract Claim Review Board

The Region Construction Section reviews are usually meetings with the respective staff engineers to thoroughly discuss the issues. The Division's Contract Claim Review Board is composed of three high level staff engineers who are not involved in the area of construction contract administration. The function of the Board is to informally hear both sides of a contract dispute and to submit their non-binding recommendation to the State Highway Engineer for his consideration in making the Division's final administrative decision on the dispute.

The contractor may elect to involve an attorney at any time in the above process; we neither encourage nor discourage the use of an attorney. Contract claims can often times be resolved short of legal action or the involvement of attorneys.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson
R. D. Hector
Barry Hatcher

MANN CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
P.O. BOX 580 • REDMOND, OREGON 97756 • NORTH CITY LIMITS • PHONE (503) 548-5108

RECEIVED
STATE HWY ENGR
JUN 13 '84
REFER TO
Sevents
FOR

Info	Inv	R/D	D/R	Sign	Act	File
		✓				

Cy 6/15
Jackmond - R/D
for a meeting.
Prepare information
for discussion
WB

June 12, 1984

RE: Harney County Flood Repair
Contract No. 9710

SUBJECT: Claim for an Equitable Adjustment for Rip Rap Under-Run and Quarry Re-Location

Oregon State Highway Division
H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

This is an appeal from your Regional Engineer's decision of our claim on the above matter. The Regional Engineer's contention that the drawings depicting the rock explorations the State made prior to bid, was for some other purpose than demonstrating the available rock in the quarry, is not very logical and not very convincing. We believe that the State would not have gone to all the trouble and expense of exploring and defining the expected rock on the plans, except for the express purpose of influencing the contractor's bid.

The blanket exculpatory provisions in the Standard Specifications he refers to, which normally places the risk on the contractor by warning him that the State will not be responsible for the amount of materials in a prospective source, will not overcome the serious representation the State made on this quarry. I appreciate the fact that the Region Engineer may feel duty-bound to reject any and all claims regardless of its merits, but with the perimeter and depth of rock depicted as definately as it was here, his attempted use of this kind of disclaimer is akin to defending a homicide charge on the grounds that the victim had been forwarned before the trigger was pulled.

As you know, the courts have not sustained these kind of disclaimers. To the contrary, it is rather academic that when the government makes positive representations on what a contractor may expect, or even makes "slight indications, enough to lull the contractor" on what to expect in a quarry, the contractor is entitled to rely

(cont'd.)

on those representations. See *Morrison-Knudsen Co. v. United States*, 170 Ct.Cl. 712 and *Ruff v. United States*, 96 Ct.Cl. 148, 164.

I am returning, under separate cover, Exhibit A, to the Regional Engineer and am requesting, by a copy of this letter to him, that he forward the entire claim file, intact, to your office. As set forth in our claim, I will be revising the figures to include the prime contractor's costs of relocating the quarry, as well as the extra expense we incurred from the under-run on the rip rap.

Our subcontractor, Ray Garren, is a very reasonable person and so am I. We would both be willing to make a bare-bones settlement, if we could avoid the cost of an attorney, so we would like to come over and review this matter with you as soon as you have had an opportunity to review the facts, in hopes we can work towards this end.

Please advise.

Sincerely,

MANN CONSTRUCTION CO., INC.

Richard Mann

Richard Mann
President

RM:jk

cc: R. D. Hector
Ray Garren

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No:

REGION 5 OFFICE

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

June 7, 1984

Mr. Richard Mann
Mann Construction Co., Inc.
P. O. Box 580
Redmond, Oregon 97756

Re: Harney County Flood Repair
Contract No. 9710

Dear Mr. Mann:

We have thoroughly reviewed the information transmitted with your letter of May 10 concerning your claim for royalty charges, and your subcontractor Ray Garren's claim for extra drilling and blasting costs he incurred.

We do not agree with your contention that the state misrepresented the prospective material source shown on sheet 2C of the plans. Drawings of prospective material sources are included in the plans for the purpose of showing how these sources are to be developed and restored, and are not to be construed as an indication of the quantity of suitable material therein.

Specifications 102.05 and 106.03 of the standard specifications, 1974 edition, and as modified by the special provisions for the subject contract, very clearly specify that it is the contractor's responsibility to determine the quantity of material in prospective material sources. Accordingly then, your claim for royalty charges and your subcontractor's claim for the extra costs he incurred, both of which are based on the quantity of material available from the state's prospective source, are denied.

We do acknowledge that the actual riprap quantities did underrun the bid quantities, most particularly on unit "A" of the project. We also realize that because of this underrun, your subcontractor may not have recovered all of the fixed or overhead costs that he had figured in his bid. We would consider some reimbursement in this area if your subcontractor can positively identify those unrecovered "fixed" costs.

Returned herein is your subcontractor's packet of support data.

Very truly yours,

R. D. Hector
Region Engineer

734-1839

RDH/WGA/lm

cc: Barry Hatcher

7710

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: May 30, 1984

Vic Berning

FROM: Vic Berning
Reconn. Specialist

SUBJECT: Harney County Flood
Steens Highway and
Frenchglen Highway
Harney County

Alternates have been investigated and cost estimated for providing a highway facility out of the reaches of Harney County floodwaters.

Not being able to predict future high water elevations with any certainty, an alternate for realignment of the Frenchglen and the Steens Highway to higher ground was estimated, anticipating the highest possible water elevation of 4112.6. This elevation is the natural outlet which would pass water through Malheur Gap into the Malheur River Drainage.

Frenchglen Highway (realignment)

Length, Miles	19.0
Grade 30' Top	$4,045,000
Pave 3" A.C. 13" Base	4,275,000
Structure	205,000
Estimated Total Construction Cost	$8,525,000

Steens Highway (realignment)

Length, Miles	13.3
Grade 30' Top	$3,410,000
Pave 3" A.C. 15" Base	3,000,000
Structure	100,000
Estimated Total Construction Cost	$6,510,000

An alternate to highway realignment would be to construct a 14-mile outlet ditch into the Malheur Drainage through Malheur Gap at a cost of $13 million. This ditch, if constructed, would permit the lake to reach a maximum elevation of 4103.6.

A contract to raise the Frenchglen and the Steens Highways to elevation 4104 is presently under way. The estimated cost to modify the contract and raise the two highways to elevation 4106 are as follows:

Frenchglen Highway

Length, Miles	8.7
Grade 30' Top	$ 970,000
Pave (Final Surfacing)	1,320,000
Structure, Raise	120,000
Estimated Total Construction Cost	$2,410,000

Steens Highway

Length, Miles	4.0
Grade 30' Top	$ 250,000
Pave (Final Surfacing)	650,000
Structure	---
Estimated Total Construction Cost	$ 900,000

Miscellaneous quadrangle maps and road plans used in estimating the costs are cumbersome to reproduce and are retained in the files for reference.

VB:ja

cc Frank Terpin

9710

440 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES

TO: Gary Potter
Robert Gormsen

DATE: April 26, 1984

FROM: Steve Macnab
Steve Macnab
Specifications Engineer

SUBJECT: Harney County Flood Repair Project
May 3, 1984 Letting
Early Contract Award

On May 3, we will be taking bids on the Harney County Flood Repair Project. Because of the emergency nature of this project, we have advised the bidders in Subsection 103.02 of the special provisions that the Division will be prepared to award the contract either the afternoon of the bid opening or the following morning. We also advised the bidder that he should be prepared to execute the contract at that time.

The purpose of this memo is to advise you of those special provisions and ask that you take the appropriate action to expedite the award of this contract.

SHM:ja

cc J. H. Versteeg

1 Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 27 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

81-125-1307

March 21, 1984

Division of State Lands
Attn: Marge Akers
1445 State Street
Salem, OR 97310

Re: OSHD Permit No. 374
DSL Permit No. 3813
Harney County Flood Repair Sections
Steens, Frenchglen Highway & County Roads
Harney County

Last summer we awarded a contract to raise the grade of certain roads in Harney County because of rising waters in the Malheur and Harney Lake Basins. That work is now complete. The water is continuing to raise, however, and it has become necessary to prepare another contract to raise the inundated roads to an elevation of 4104.0. We anticipate letting this new contract in the very near future.

The current permit has an expiration date of September 15, 1984. The possibility of additional work was addressed in our application for the current permit. Since the proposed additional work is the very same type, it appears the existing permit conditions would be appropriate. The quantities authorized in Special Condition No. 1 would be revised to fit the proposed new work. There will be no bridge work in the new contract. — Now Bridge work- all piling

We request that you consider modifying the current permit to cover the proposed new contract. Enclosed is a revised application and copies of the proposed new plans.

Please call if this proposal does not meet with your approval or if you have other recommendations.

J. H. Versteeg
Road Design Engineer

By

Donald L. Trout
Final Project Coordinator

3/29/84
Brent (F&W) says to use same conditions as previous job.
Don Trout

DLT:sh
Enclosures

1710 440

HARNEY COUNTY FLOOD

1. Background
   - a. 1983 H. W. Elevation - 4198.0
   - b. Roadway design elevation - 4101.0
   - c. 1983 contract - $1.4 million
   - d. 1983 total expenditure - $1.7 million

2. Current Conditions
   - a. Evaporation did not occur - 85% of normal
   - b. Record snowfall - 185-200% of normal
   - c. Snow water content - 110% of normal
   - d. Forecast H. W. elevation, May-June '84 - 4102.0

3. Application for ER Funds
   - a. 1983 request approved - $3.8 million
   - b. Balance of '83 remaining - $2.1 million
   - c. 1984 supplemental request, Frenchglen & Narrows-Princeton - $1.28 million
   - d. 1984 new request, Steens Hwy. - $1.8 million

4. Malheur Lake 1980 Elev. - 4093, covering 50,000 acres

   Malheur Lake 1983 Elev. - 4098, covering 100,000 acres

   Malheur Lake 1984 Predicted Elev. - 4102, covering 116,000 acres

5. Verbal answer to both requests to FHWA for ER funds has been negative.

6. Our Recommendation:
   - a. Raise our highways to elevation 4104.0
   - b. Take bids April 12 or 26
   - c. Use State funds if necessary
   - d. Continue effort for ER funds to reimburse our expenditures

7. Provided Harney County with copies of our submittals to FHWA and a suggested submittal for the County to FEMA for funding of county road construction.

DS:sh
3-19-84

1 Versteeg ✓
Anderson
copy Adams
copy Macnab
Edwards
Turpin
2 Trout
Wakefield

cy made (KW)

RECEIVED
MAR 19 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

9710

U.S. Department
of Transportation
**Federal Highway
Administration**

THE OREGON DIVISION - SALEM

Memorandum

F

Subject: Oregon Project ER-330(3)
Harney County Flood Repair
Frenchglen Highway
State Force Order No. 3

Date: March 16, 1984

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We are returning State Force Order No. 3 unapproved.

Uncertainties regarding the high water elevation which may occur next summer and the associated additional construction work may render this State Force Order work unnecessary.

Please resubmit this order if this work becomes necessary and cannot be included in any other contract which may be initiated to complete work on this highway.

f Robert B. Hathaway
Dale E. Wilken

Attachment
Price Agreement No. 3

cc:
OSHD (C O Fredrickson)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAR 19 '84
REFER TO
FOR
Info ☑ Inves ☐ R/D ☐ D R ☐ Sign ☐ Act ☑ File ☐

Orig to Fredricksen
3/26

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6510 FILE: CON 5

TO: William Anhorn
Region 5 Construction Engineer

DATE January 19, 1984

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA JAN 20 1984 ☐

RECEIVED
REGION 5 OFFICE

Herm Mitzel

FROM: Herm Mitzel
Construction Staff Assistant

SUBJECT: State Force Order No. 3
Contract No. 9710

I am returning this to you unapproved and ask your help as to the reason why the State forces should be doing this work rather than the contractor.

In order to go to FHWA for participation, we need to show how or why it is more cost effective to have State forces do this work. We need some cost comparison to show cost effectiveness.

Bill, any help will be appreciated.

HM:mk

HM/M19

RECEIVED
JAN 23 1984
CONSTRUCTION SECTION
CE CAS FOE OCS SCS PRO
DV CA LS TC PR CP

|20/84

CC: MITZEL W/WORK ORDER

WE DELETED THIS WORK AS PART OF THE CONTRACT UNDER P.A. #1 BECAUSE YOU COULDN'T APPLY EMULSIONS DURING THE COLD TIME OF THE YEAR. MR. VERSTEEG REQUESTED THAT WE STILL APPLY THE EMULSIONS NEXT SUMMER SO THE ATTACHED STATE FORCE ORDER WAS WRITTEN.

ALL THIS MAY BE MUTE AS THE LATEST PREDICTIONS ARE THAT THE LAKE WILL TOP THE HIGHWAY AGAIN, AND WE WILL PROBABLY RAISE THE GRADE.

WA

P

ORDER No. ~~2~~ 03

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORK TO BE DONE BY State Forces CONTRACT No. 9710
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

OJECT NAME Harney County Flood Repair DATE January 10 19 84

GHWAY Frenchglen & County Roads FAP No. ER-330(3)

OUNTY Harney PREFIX 113-1069 FUNCTION 240-~~02~~ 03

CRIPTION OF WORK TO BE DONE: Treat the aggregate leveling course with emulsified asphalt for dust control, as per contract plan; and reprocess leveling course aggregates.

CATION BY STATION NUMBERS: Approx. M.P. 17.8 to 22.5, FAS 171

IMATE OF QUANTITIES & COSTS:

Materials - - - - - - - - - - -	$26,000.00
Freight - - - - - - - - - - - -	2,000.00
Labor - - - - - - - - - - - - -	9,000.00
Equipment - - - - - - - - - -	3,000.00
TOTAL	$40,000.00

PLANATION: Price Agreement #1 deleted Bid Item #14, Emulsified Asphalt in Watering, as it was not feasible to attempt this procedure due to inclement weather.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

NTRACT PROJECTS AND MISC: Submit original through channels to nstruction Engineer in Salem. After roval copies will be sent to the on Engineer, Resident Engineer and way Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 1,629,355.47
Present estimate of costs including work under this Force Order	$ 1,656,401.20
Estimated Overrun XXXXXX Amount	$ 27,045.73
Estimated Overrun XXXXXX Percent	2

MITTED BY: P.F. Burnett P. F. Burnett

ITLE: Project Manager

ROVAL RECOMMENDED:

ITLE:

ROVAL RECOMMENDED:

ITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 1/23/84
Construction or ~~Traffic~~ Engineer

NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT OJECTS.

734-1105 (Rev. 1-79)

P

ORDER FOR FORCE WORK

ORDER No. ~~2~~ 03

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORK TO BE DONE BY State Forces CONTRACT No. 9710
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

OJECT NAME Harney County Flood Repair DATE January 10, 19 84

GHWAY Frenchglen & County Roads FAP No. ER-330(3)

UNTY Harney PREFIX 113-1069 FUNCTION 240-~~02~~ 03

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Estimated Overrun XXXXXX Amount	$ 27,045.73
Estimated Overrun XXXXXX Percent	2

MITTED BY: P. F. Burnett P. F. Burnett

ITLE: Project Manager

ROVAL RECOMMENDED: ______

ITLE: ______

ROVAL RECOMMENDED: ______

TITLE: ______

APPROVAL RECOMMENDED: William
Region Engineer

APPROVED: Christensen 1/23/84
Construction ~~or Traffic~~ Engineer

NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT OJECTS.

734-1105 (Rev. 1-79)

P

ORDER No. ~~2~~ 03

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORK TO BE DONE BY State Forces
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)
CONTRACT No. 9710

ROJECT NAME Harney County Flood Repair
DATE January 10, 1984

GHWAY Frenchglen & County Roads
FAP No. ER-330(3)

OUNTY Harney
PREFIX 113-1069
FUNCTION 240-~~02~~ 03

CRIPTION OF WORK TO BE DONE: Treat the aggregate leveling course with emulsified asphalt for dust control, as per contract plan; and reprocess leveling course aggregates.

CATION BY STATION NUMBERS: Approx. M.P. 17.8 to 22.5, FAS 171

IMATE OF QUANTITIES & COSTS:

Materials - - - - - - - - - -	$26,000.00
Freight - - - - - - - - - - -	2,000.00
Labor - - - - - - - - - - - -	9,000.00
Equipment - - - - - - - - - -	3,000.00
TOTAL	$40,000.00

PLANATION: Price Agreement #1 deleted Bid Item #14, Emulsified Asphalt in Watering, as it was not feasible to attempt this procedure due to inclement weather.

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TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:
Project Authorization . . . . $ 1,629,355.47
Present estimate of costs including work under this Force Order . . . . . . $ 1,656,401.20
Estimated Overrun ~~XXXXX~~ Amount . . . . . $ 27,045.73
Estimated Overrun ~~XXXXX~~ Percent 2

MITTED BY: P. F. Burnett P. F. Burnett
ITLE: Project Manager

ROVAL RECOMMENDED:
ITLE:
ROVAL RECOMMENDED:
ITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 1/23/84
Construction ~~or Traffic~~ Engineer
for

NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT JECTS.

734-1105 (Rev 1-79)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Harney County Flood Repair				CONTRACT NO 9710
HIGHWAY Frenchglen & County Rds.		COUNTY Harney		PREFIX 113-1069
NET EFFECT OF ORDER ON PROJECT INCREASE ~~DECREASE~~ $ 40,000.00	PROJECT AUTHORIZATION $ 1,629,355.47	EST. PROJECT COST WITH ORDER $ 1,656,401.20	OVERRUN 2 %	F.A. PROJECT NO ER - 330(3)
ESTIMATED STARTING DATE*	OR DATE WORK WAS STARTED* 9/22/83	WORK OR CHANGE IS SUBSTANTIAL? ☒ YES ☐ NO		TO ACCOMPANY (ORDER TYPE AND NUMBER) State Force Order #~~2~~ 3

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) P. F. Burnett P.F. Burnett	DATE 1/11/84	FOR ☐ REVIEW ☒ APPROVAL	SUBMITTED TO CONSTRUCTION BY REGION (SIGN) William Anhorn	DATE 1/16/84	FOR ☐ REVIEW ☑ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

W. G. Anhorn BY P. F. Burnett DATE 12/30/83

BY DATE

BY DATE

BY DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—

BY DATE

BY DATE

BY DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA—

BY DATE

FHWA TENTATIVE APPROVAL OBTAINED FROM—

BY DATE

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☐ NOT APPROPRIATE

"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section): BY DATE

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section): BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

Purpose of this force order is to apply dust control asphalt in watering and reprocess base material on State Highway section of project, Unit "A". This work was deleted due to adverse weather conditions.

Recommend approval of this order.

3-84
[illegible]

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1862 (REV. 10-82)

Submit Original to Construction Section

7-10

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 2, 1984

In Reply Refer to
File No.: DES 16

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Supplemental Request
Frenchglen Highway and Various County Roads
Harney County

The Highway Division's June 23, 1983 request to the Federal Highway Administration (FHWA) for emergency repair on the Frenchglen Highway and various county roads in Harney County, Oregon, states in part:

> "Under provisions of Title 23, U.S.C., Section 125, this letter is the request of the Oregon State Highway Division for emergency relief funds for the purpose of restoring a major and catastrophic loss of transportation service on the Federal Highway System in Harney County, Oregon.
>
> This significant and catastrophic loss of transportation service has occurred as a result of flooding, highway inundation, roadbed saturation, and pavement loss on the Frenchglen Highway, Oregon Route 205, (FAS 171) and various county roads in Harney County, Oregon."

FEDERAL HIGHWAY ADMINISTRATION EMERGENCY FIELD REPORT 1983

The FHWA's Division Administrator's July 7, 1983 Emergency Field Report on the 1983 High Water - Malheur Lake Basin to FHWA Regional Administrator states:

> "Beginning this spring and continuing to date the waters in the Malheur Lake Basin have continued to rise far beyond elevations which are normally associated with this area. The present water elevation of 4098.46 (June 6, 1983) is the highest water elevation since formal records have been kept beginning in 1938. The previous high water elevation recorded occurred in 1952 and was 4095.4. Local newspaper accounts based on interviews with long time local residents indicate that the present high water is higher than anyone can remember.

> The unusually heavy snowpack in the Steens Mountains (a major contributor to the basin) and the general wet weather this area has experienced are the contributing factors leading to the extreme high water which is now being experienced. Malheur Lake Basin water area has grown in size from an average yearly maximum size (1955 - 1982 records) of 44,700 acres to over 100,000 acres at present.
>
> The rising water in the Malheur Lake Basin has inundated two sections of the Frenchglen Highway (FAS 171) and various County roads, two of which are on the Federal-aid system (FAS-B473 and FAS-B472). The areas inundated along the Frenchglen Highway were constructed in 1960 and 1961 and have never been previously flooded or damaged by high water.
>
> The high water threatens the roadbed by saturation, shoulder damage and wind driven wave erosion. The Frenchglen Highway is now closed to prevent passage because of unsafe conditions."

COST SUMMARY (FHWA'S FIELD REPORT - 1983)

Temporary	
State	$2,647,200.00
County	$ 14,238.00
Permanent	
State	$ 354,000.00
County	$ 759,300.00
TOTAL COST	$3,774,700.00 or $3,800,000.00

CONCLUSIONS AND RECOMMENDATION (FHWA'S FIELD REPORT - 1983)

The highway conditions presently being experienced in the Malheur Lake Basin are not the result of a single storm or act of nature, but are the results of a number of contributing factors which have led to a lake level that has not been equaled since formal lake level records have been kept and possibly since settlers first arrived in this area.

Due to the type and volume of traffic and the uncertainties involved in water level predictions, it seems prudent to risk construction of the roadway at a lower elevation of 4,100 at this time. The structure at the Narrows will be constructed to an elevation 4,104 and the roadway to 4,100. This will result in a permanent installation for the bridge, but could result in a second stage raising of the roadway if the worst case condition occurs.

We, therefore, recommend a favorable determination by the Federal Highway Administrator for Emergency Relief Funding ($3,800,000) for necessary temporary and permanent restoration work on the Frenchglen Highway (FAS 171), Narrows-Princeton Road (FAS B473), and the Graincamp-Princeton Road (FAS B472). Additional funds will be required if a second raising of the roadbed is necessary.

The environmental request for deviation from procedures under Section 17 of FHPM 7-7-2 is being prepared and will be submitted separately.

The State plans to advertise a project on August 3, 1983, which will contain the temporary work included in the above estimate. This is the minimum work necessary to open the road to traffic. The early advancement of this work is necessary to open the road to traffic this fall before winter weather. The present system of detours is not considered to be satisfactory for continued use during the winter period. It is essential that the temporary repair work begin immediately.

EMERGENCY REPAIR (L. P. Lamm - 1983)

Deputy Administrator L. P. Lamm's August 2, 1983 letter to the Honorable Victor Atiyeh, Governor of Oregon, states:

> "Pursuant to Section 125 of Title 23, United States Code, I, therefore, find that the cost of repairing eligible damages to Federal-aid roads in Harney County may be funded with ER funds, subject to their availability. A preliminary estimate of eligible damage is $3.8 million. This estimate is subject to revision. I am pleased to inform you that, in accordance with provisions in the Surface Transportation Assistance Act of 1982, the Federal share of all work determined eligible for ER funding will be 100 percent."

OREGON STATE HIGHWAY DIVISION EMERGENCY REPAIR CONTRACT (1983)

A contract was awarded September 7, 1983, in the amount of $1,398,315.97 for Harney County flood repair on the Frenchglen Highway and various county roads in Harney County. This contract was to replace the structure at the Narrows and to raise the grade of the flooded Frenchglen Highway and county roads high enough to provide minimum transportation service to the area during the fall and winter of 1983-1984. This work was completed early in December 1983, prior to the freeze of Malheur and Harney Lakes.

HYDROLOGY AND HIGH WATER PREDICTIONS (OSHD - 1984)

The contributing drainage area to the Malheur and Harney Lakes Basin is approximately 5,040 square miles. The major tributaries to Malheur Lake are the Silvies River and the Donner and Blitzen River. The main tributary to Harney Lake is Silver Creek. Water from Malheur Lake flows through the Narrows into Mudd Lake which spills over a sand reef into Harney Lake. Since neither of the lakes have an outlet, the annual precipitation and evaporation are the two most important factors influencing the surface area of the lakes.

The Harney and Malheur Lakes Basin is experiencing another winter of unusually heavy snowpack. During the 1983 water year, the snowpack was 180% of the average during the past 15 years, which converts into approximately 600,000 acre-feet of runoff. As of January 25, 1984, the snowpack was approximately 5% greater than it was for the same date during 1983. Assuming that the snowpack during the remainder of the winter continues to be about 185% of normal, then runoff this spring and early summer will once again be substantially above normal.

The level of Malheur Lake peaked at elevation 4,098.8 feet last July and receded to elevation 4,097.8 during September. On January 30, 1984, the elevation of Malheur Lake was 4,098.8 feet (which is the same elevation as last summer's peak of 4,098.8. This summer the lake is expected to crest between elevation 4,101.5 feet and 4,102.0 feet and will inundate approximately 116,000 acres. The normal surface area of the lakes is about 50,000 acres.

OREGON WATER RESOURCES

In support of the submitted hydrology information, the following excerpts from the Oregon Water Resources Department, Deputy Director Chris Wheeler's letter of February 23, 1984, states in part:

> "As you are aware, the lakes reached record high elevations last July and we literally do not have any past record to act on. The Malheur Lakes Basin has no outlet and can only be discharged by evaporation transpiration process into the atmosphere. Previous studies have shown that there are little or no deep percolation losses.
>
> The record high levels experienced last year will certainly be broken this season and are caused by a combination of climatic events. First, we have had several years of above-average precipitation and runoff into the lakes combined with below-average evaporation.
>
> I do need to assure you that conditions surrounding this type of forecasting are very difficult and could easily be in error as much as a plus or minus one foot. It could occur earlier if we have a fast snow melt through a chinook weather condition."

OREGON STATE HIGHWAY DIVISION

These predicted water elevations for Malheur Lake in 1984 are from 1½ feet to 2 feet higher than elevation 4,100 msl used in various 1983 correspondence.

Contract plans for finishing the emergency repair work started in September 1983 on the Frenchglen Highway and various county roads are being prepared for an April 1984 bid opening. Following is a summary of the funding needs for the emergency relief work on the Frenchglen Highway and various county roads:

Emergency Work Expenditures for 1983		$1,700,000.00
Frenchglen Highway (State)	6.1 miles	$1,560,000.00
Narrows-Princeton (Co. Rd.)	5.1 miles	$ 820,000.00
Frenchglen Highway (State)	6.1 miles	$1,000,000.00
Total Estimated Cost		$5,080,000.00

SUPPLEMENTAL FUNDING REQUEST

By letter of August 2, 1983, L. P. Lamm, Deputy Administrator of the Federal Highway Administration, to the Governor of Oregon, approved $3,800,000 in emergency repair funds. Of these emergency repair funds, $1,700,000 was expended in 1983. The balance of $2,100,000 of approved emergency repair funds will be used to fund the contract work that is scheduled for April 1984 by the Oregon Highway Division. The balance required to finish the emergency repair work for the Frenchglen Highway and various county roads is $1,280,000.

Emergency repair funds in the amount of $1,280,000 are requested by the Oregon Highway Division for necessary repair work on the Frenchglen Highway and various county roads in Harney County. The $1,280,000 in emergency repair funds are desperately needed to supplement the $3.8 million in emergency repair funds previously approved by the FHWA Division Administrator in 1983 to avoid economic disaster in the area and to avoid serious health and transportation problems in Harney County.

The Highway Division's plans are to contract the emergency repair work in April of 1984 to avoid closure of the Frenchglen Highway and the various county roads in June of 1984. This would substantially reduce the economic impacts to the area by the closure of the highway. Your early approval of this request is critical if we are to adequately respond to the public needs for this area.

HARNEY COUNTY

The Honorable Dale White, Harney County Judge, supports this request for emergency repair funding with the following statements:

> "Harney County strongly supports and endorses your request to the Federal Highway Administration for emergency relief funds to raise the roadway surfaces of the Frenchglen Highway, Steens Highway and Sodhouse Road (Refuge Headquarters Road) to the 4104.0 elevation. It is imperative that these roads be raised immediately or else all of Harney County south of Malheur and Harney Lakes will be cut off from direct access to Burns by July 1, 1984.
>
> This will have a serious economic impact on the merchants of Burns, the ranchers who will no longer have access to needed goods and services and to the general economic vitality of Harney County.

> The closure of these highways would make it very difficult for the Malheur National Wildlife Refuge to efficiently manage their land. It would also seriously affect the ability of the Burns District of the Bureau of Land Management to manage almost four million acres of BLM land lying south of the lakes when all of their personnel are headquartered in Burns."

MALHEUR NATIONAL WILDLIFE REFUGE

Mr. George M. Constantino, Refuge Manager for the Malheur National Wildlife Refuge, of Burns, Oregon, supports the request as follows:

> "With these roads flooded and impassable, the headquarters site at Sodhouse Spring would not be accessable and would create the following impacts:
>
> 1. Administrative operations would need to be moved to Burns at a cost in excess of $50,000. This would involve relocating three families presently living at the headquarters complex. Equipment and supplies would need to be moved to a secure location. All buildings and structures would require modifications to secure them from vandalism and theft. Having the administrative functions located 35 miles distant would reduce operations' efficiency dramatically and cost the U.S. Government unknown dollar losses.
>
> 2. Depending on the length of flooding and damage to roads, two and possibly three maintenance mechanic employees and families stationed at the P-Ranch, Buena Vista, and Double-O substations may have to relocate because they would be cut off from a readily available source of staple goods, doctors, and other services that are accepted as standard and necessary.
>
> 3. The loss of four maintenance persons would eliminate our capability to irrigate meadows, maintain refuge roads, fences, dikes, and water delivery systems. This would impact our ability to manage habitat needed for nesting and feeding wildlife, our primary objectives. Reduced nesting and feeding habitat would impact upon two sensitive species, the Greater Sandhill Crane and the Trumpeter Swan.

4. If access roads to the refuge are lost, refuge cooperators (including Harney County Emergency Forage Participants) may be prevented from utilizing their grazing and hay allotments. This would have a serious economic impact on the area.

5. The refuge would be inaccessible to approximately 36,000 visitors who come to the refuge each spring to view wildlife. This loss of tourist dollars to Harney County could easily exceed $500,000.

RELATED PROJECTS

The Oregon State Highway Division will submit a separate request for emergency repair funds in the amount of $1,180,000 for use on the Steens Highway. The predicted water elevations for Malheur Lake will flood approximately 2.5 miles of the Steens Highway, a part of the Federal Aid Highway System.

Harney County plans to submit a request to the Federal Emergency Management Agency (FEMA) through the Office of the Governor for $4.5 million in Federal Emergency Funds. This will be used on Harney County roads to assure an adequate road system in the flood-stricken area.

In support of this request, the following documents are submitted:

1. Letter dated February 3, 1984, from Dale White, Harney County Judge, to Mr. Frank Burnett, Oregon State Highway Division Project Manager in Ontario, Oregon.

2. Letter dated February 2, 1984, from George M. Constantino, Malheur National Wildlife Refuge Manager, to Mr. Frank Burnett.

3. Letter dated June 23, 1983, from H. S. Coulter, P.E., Oregon State Highway Engineer, to Dale E. Wilken.

4. Memorandum from FHWA Division Administrator dated July 7, 1983, to Mr. M. Eldon Green, Regional Administrator.

5. Letter dated August 2, 1983, from L. P. Lamm, FHWA Deputy Administrator, to the Honorable Victor Atiyeh, Governor of Oregon.

6. Letter dated February 23, 1984, from Chris L. Wheeler, Deputy Director, Water Resources Department, to Mr. Ed Hunter, OSHD, Assistant State Highway Engineer, Technical Services Branch.

7. Exhibit "D-2", water elevations for Malheur Lake.

8. Small scale map of the proposed projects.

JHV:kkr

9710

2-24-84
440

Harney Co. Flood Repair
Frenchglen Highway

Stop Work Order — Jan. 6, 1984

Work performed (Contract Payment) As of Jan 5, 1984 Totals All items except force account	A	$1,448,012.47
To complete All items except F.A.		1,266.91
Total Corrected Est. All items except F.A. } Est. contract payment		$1,449,279.38
Force Account (completed)	B	$ 40,163.95
State force orders (complete)	C	$ 20,850.77
Engineering, construction (complete)	D	$ 96,200.00
Total performed to 1-5-84 (Add A+B+C+D)		$ 1,605,227.19
Total PE as of 2-23-84		$ 275.01

Guy Johnson
2-24-84

STATE HIGHWAY DIVISION 01/23/84

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 07

FORM 81 734-2400 REV 9/72

COUNTY FLOOD REPAIR
CHGLEN HWY & COUNTY ROADS
ARNEY
GRADING, SURFACING & STRUCTURE

SPECIFIED COMPLETION
A) 100 CD
B)
C)

EXTENSION

APPROVED

USED 109 CD

CONTRACT NO 9710
F.A.P. ER 0330003
PREFIX 113 1069
AWARDED 09 07 83
ESTIMATE NO. 004

WORK DONE TO ☐

☐ ESTIMATED DATE OF COMPLETION

☐

CONTRACTOR MANN CONSTRUCTION CO., INC.

	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE QUANTITY	PERFORMED TO DATE 01/05/84 AMOUNT	TO COMPLETE QUANTITY	TO COMPLETE 06/01/84 AMOUNT	GROUP	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
98999	CONTINGENCIES				6517422	—	—	—	—				—	—
99999	ENGINEERING				11586528		11586528	D	~~[illegible]~~ 8680000 9620000		2906528			~~9,352.00~~
92003	~~State Force Orders~~ Treat Aggr. Base with Emulsi~~fied~~ Asphalt						40000.00	—	—			1P	—	—
	GRAND TOTALS				162935547		1667256.79 161640120		1605179.18 157076816		4563304			~~34,411.02~~

should be
$1,605,227.19
G.J.

19,473.54
77
D0.
24,330
Dup

RESIDENT ENGINEER DATE 2/10/84

DIVISION ENGINEER DATE 2-16-84

APPROVED
Construction Engr. 2-21-84

ON STATE HIGHWAY DIVISION 01/23/84 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO. 06. FORM 81 734-[illegible] REV 6/12

COUNTY FLOOD REPAIR	SPECIFIED COMPLETION A) 100 CD B) C)	EXTENSION	APPROVED	USED 109 CD	CONTRACT NO. 9710 F.A.P ER 0330003 PREFIX 113 1069 AWARDED 09 07 83 ESTIMATE NO 004
CHGLEN HWY & COUNTY ROADS					WORK DONE TO:
NEY					ESTIMATED DATE OF COMPLETION
ADING, SURFACING & STRUCTURE	CONTRACTOR MANN CONSTRUCTION CO., INC.				

	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 01/05/84 QUANTITY	PERFORMED TO DATE 01/05/84 AMOUNT	TO COMPLETE 00/01/04 QUANTITY	TO COMPLETE 00/01/04 AMOUNT	GROUP P OR N	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
	3/4"-0 AGGREGATE BASE ROCK	41000			delete						1P		
A	4'X30'/35' PRESTRESSED SLABS EACH	14750000			delete						1P		
	SUB-TOTAL MATERIAL												
	TOTALS ALL EXCEPT F.A.					~~144053592~~ 1449 279.38	A	~~[illegible]~~ 1448 012.46		126092			~~[illegible]~~
	FORCE ACCOUNTS												
801	EXCAVATE UNIT C CHANNEL FOR RIPRAP					40 163.95 ~~3800000~~		~~[illegible]~~ 2413947 [illegible]		1386053	1P		11,167.23 ~~[illegible]~~
	SUB-TOTAL F. A.					~~3800000~~ 40 163.[illegible]	B	~~2413947~~ 40 163.[illegible]		1386053			~~[illegible]~~
	* TOTAL PAY COSTS			139831597		~~147853592~~ 1489 443.33		~~[illegible]~~ 1488 176.41		1512745			
	STATE FORCE ORDERS												
92001	ROYALTIES PAYMENT					12 800.42 ~~1280000~~		12 166.10 ~~[illegible]~~		[illegible]	1P		~~[illegible]~~
92002	ROYALTY PAYMENT					9 141.76 ~~[illegible]~~		8 684.67 ~~[illegible]~~		[illegible]	1P		~~[illegible]~~
	SUB-TOTAL STATE FORCES					~~2200000~~ 61 948.18	C	~~2055969~~ 2085077		144031			~~[illegible]~~
	ADD. ANTICIP. ITEMS												
[illegible]001	WATER TURBIDITY CONTROL			5000000	—	—	—	—			1P	—	—

GON STATE HIGHWAY DIVISION 01/23/84

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 05

FORM 81 734-0400 REV 8/12

Y COUNTY FLOOD REPAIR
CHGLEN HWY & COUNTY ROADS
NEY
ADING, SURFACING & STRUCTURE

SPECIFIED COMPLETION
A) 100 CD
B)
C)

EXTENSION

APPROVED

USED 109 CD

CONTRACT NO. 9710
F.A.P. ER 0330003
PREFIX 113 1069
AWARDED 09 07 83
ESTIMATE NO 004

WORK DONE TO

ESTIMATED DATE OF COMPLETION

CONTRACTOR MANN CONSTRUCTION CO., INC.

	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 01/05/84 QUANTITY	PERFORMED TO DATE 01/05/84 AMOUNT	TO COMPLETE [illegible] QUANTITY	TO COMPLETE [illegible] AMOUNT	GROUP	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
	X30'/35' PRESTRESSED LABS EACH	17820000	24000	4276800	24000	4276800	24000	4276800			1P	—	—
	STRUCTURAL STEEL LB	11400	14500000	1653000	14660,000 ~~12861000~~	16712.40 ~~1466154~~	14660000 ~~12861000~~	16712.40 ~~1466154~~			1P	1,799,000	2050.86
	METAL RAIL WITH TUBING LIN FT	380000	200000	760000	200000	760000	200000	760000			1P	—	—
	TOTALS FOR ORIG. CONTRACT			139831597		~~144323592~~ 1451,979.38		~~144196900~~ 1450,712.46		126692			~~824346~~
	PRICE ADJUSTMENTS												
3001A	DEL BI 14				—	—	—	—			1P	—	—
	SUB-TOTAL P. A.												
	ADJUSTMENTS												
6001A	LIQUIDATED DAMAGES DAY	-3000000			9000	-270000	9000	-270000			1P	—	—
	SUB-TOTAL ADJ.					-270000		-270000				—	—
	MATERIALS ON HAND												
7015A	COURSE AGGR BASE ROCK CU YD	37500			delete						1P	—	—

GON STATE HIGHWAY DIVISION 01/23/84 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO 04 FORM 81 734-[illegible] REV [illegible]

Y COUNTY FLOOD REPAIR
ACHGLEN HWY & COUNTY ROADS
RNEY
RADING, SURFACING & STRUCTURE

SPECIFIED COMPLETION
A) 100 CD
B)
C)

EXTENSION
APPROVED
USED 109 CD

CONTRACT NO. 9710
F.A.P. ER 0330003
PREFIX 113 1069
AWARDED 09 07 83
ESTIMATE NO. 004

WORK DONE TO
ESTIMATED DATE OF COMPLETION

CONTRACTOR MANN CONSTRUCTION CO., INC.

	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 01/05/84 QUANTITY	PERFORMED TO DATE 01/05/84 AMOUNT	TO COMPLETE 00/01/84 QUANTITY	TO COMPLETE 00/01/84 AMOUNT	GROUP P OR N	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
	LOOSE RIPRAP CLASS 50 UNIT C CU YD	112800	3729000	4206312	3277900	3697471	3277900	3697471			1P	—	—
	LOOSE RIPRAP CLASS 50 UNIT D CU YD	140700	1796000	2526972	1499600	2109937	1499600	2109937			1P	—	—
3	LOOSE RIPRAP CLASS 100 UNIT A CU YD	74600	31300000	23349800	4342500	3239505	4342500	3239505			1P	—	—
034	LOOSE RIPRAP CLASS 100 UNIT B CU YD	92000	7700000	7084000	6775800	6233736	6775800	6233736			1P	—	—
035	LOOSE RIPRAP CLASS 700 CU YD	48200	5900000	2843800	2318500	1117517	2318500	1117517			1P	—	—
036	FILTER BLANKET CU YD	68100	350000	238350	347,200 ~~345600~~	2364.43 ~~235354~~	347,200 ~~345600~~	2364.43 ~~235354~~			1P	1600	10.89
03699	STRUCTURE										1P		
037	BRIDGE REMOVAL WORK LUMP SUM	50000000	100000	500000	100000	500000	75000	375000	25000	125000	1P	—	—
038	FURNISH PILE DRIVING EQUIPMENT LUMP SUM	50000000	100000	500000	100000	500000	100000	500000			1P	—	—
039	FURNISH HP 10X42 PILING LIN FT	109200	1792000	1956864	2,452,000 ~~2460000~~	26775.84 ~~2686320~~	2,452,000 ~~2460000~~	26775.84 ~~2686320~~			1P	-8 000	-87.36
040	DRIVE STEEL PILES LIN FT	20000	1596000	319200	[illegible] ~~2293000~~	[illegible] ~~458600~~	[illegible] ~~2293000~~	[illegible] ~~458600~~			1P	1000	2.00

N STATE HIGHWAY DIVISION 01/23/84 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO 03

FORM 81 734-3400 REV 8/12

COUNTY FLOOD REPAIR
CHGLEN HWY & COUNTY ROADS
NEY
RADING, SURFACING & STRUCTURE

SPECIFIED COMPLETION
A) 100 CO
B)
C)

EXTENSION

APPROVED

USED 109 CD

CONTRACT NO. 9710
FAP ER 0330003
PREFIX 113 1069
AWARDED 09 07 83
ESTIMATE NO. 004

WORK DONE TO

ESTIMATED DATE OF COMPLETION.

CONTRACTOR MANN CONSTRUCTION CO., INC.

	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE		PERFORMED TO DATE 01/05/84		TO COMPLETE 00/01/84		GROUP PORN	PERFORMED SINCE LAST ESTIMATE	
			QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	30-INCH CULVERT PIPE LIN FT	159700	40000	63880	—	—	—	—			1P	—	—
021	36-INCH CULVERT PIPE LIN FT	165700	340000	563380	100000	165700	100000	165700			1P	—	—
022	48-INCH CULVERT PIPE LIN FT	241500	20000	48300	—	—	—	—			1P	—	—
023	24-INCH ARCH TYPE PIPE LIN FT	141000	10000	14100	—	—	—	—			1P	—	—
024	42-INCH ARCH TYPE PIPE LIN FT	225700	14000	31598	—	—	—	—			1P	—	—
025	GUARD RAIL TYPE 2A LIN FT	180000	300000	540000	300000	540000	300000	540000			1P	—	—
026	GUARD RAIL TYPE 3 LIN FT	320000	100000	320000	100000	320000	100000	320000			1P	—	—
027	GUARD RAIL ANCHORS TYPE 1 EACH	3500000	4000	140000	4000	140000	4000	140000			1P	—	—
028	RAIL END PIECES TYPE C EACH	850000	4000	34000	4000	34000	4000	34000			1P	—	—
029	LOOSE RIPRAP CLASS 50 UNIT A CU YD	80600	16900000	13621400	7232100	5829073	7232100	5829073			1P	—	—
030	LOOSE RIPRAP CLASS 50 UNIT B CU YD	98000	6275000	6149500	5,892,000 ~~6189500~~	5,774,16 ~~6065710~~	5,892,000 ~~6189500~~	5,774,160 ~~6065710~~			1P	<-297 500>	<-2,915 50>

100000 846000 1500000 1P

N STATE HIGHWAY DIVISION 01/23/84 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO 02

FORM 81 734-3400 REV 8/12

EY COUNTY FLOOD REPAIR
FRENCHGLEN HWY & COUNTY ROADS
HARNEY
TYPE WORK GRADING, SURFACING & STRUCTURE

SPECIFIED COMPLETION
A) 100 CD
B)
C)

EXTENSION

APPROVED

USED 109 CD

CONTRACT NO. 9710
F.A.P. ER 0330003
PREFIX 113 1069
AWARDED 09 07 83
ESTIMATE NO. 004

WORK DONE TO

ESTIMATED DATE OF COMPLETION

CONTRACTOR MANN CONSTRUCTION CO., INC.

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 01/03/84 QUANTITY	PERFORMED TO DATE AMOUNT	TO COMPLETE [illegible] QUANTITY	TO COMPLETE AMOUNT	GROUP OR Z	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
009	PIT RUN GRANULAR MATERIAL UNIT CCU YD	54900	4641000	2547909	8513000 ~~8376200~~	4673637 ~~4598534~~	8513000 ~~8376200~~	4673637 ~~4598534~~			1P	136800	75103
010	PIT RUN GRANULAR MATERIAL UNIT DCU YD	80300	2234000	1793902	4484600 ~~4412400~~	3601134 ~~3543157~~	4484600 ~~4412400~~	3601134 ~~3543157~~			1P	72200	57977
011	QUARRY RUN ROCK CU YD	58100	12200000	7088200	16688400	9695960	16688400	9695960			1P	—	—
012	FINISHING ROADBED AND SLOPES LUMP SUM	45200000	100000	452000	100000	452000	100000	452000			1P	—	—
013	WATERING M-GAL	100000	410000	410000	1138900 ~~1145200~~	1138900 ~~1145200~~	1138900 ~~1145200~~	1138900 ~~1145200~~			1P	<-6300>	<-6300>
014	EMULSIFIED ASPHALT IN WATERING PA 1 GAL	8900	40000000	3560000	—	—	—	—			1P	—	—
015	COARSE AGGREGATE BASE CU YD	83400	11000000	9174000	13055900 ~~13046600~~	10888620 ~~10880064~~	13055900 ~~13046600~~	10888620 ~~10880064~~			1P	9300	7756
016	3/4"-0 AGGREGATE BASE CU YD	93200	5340000	4976880	8440300 ~~8432000~~	7966360 ~~7858624~~	8440300 ~~8432000~~	7966360 ~~7858624~~			1P	8300	7736
017	18-INCH CULVERT PIPE LIN FT	87000	80000	69600	—	—	—	—			1P	—	—
018	21-INCH CULVERT PIPE LIN FT	133000	10000	13300	—	—	—	—			1P	—	—
019	24-INCH CULVERT PIPE LIN FT	131000	30000	39300	172000	225320	172000	225320			1P	—	—

OREGON STATE HIGHWAY DIVISION 01/23/84 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO 01 FORM 81 734 3-78 REV 9/72

SECTION	HARNEY COUNTY FLOOD REPAIR	SPECIFIED COMPLETION	EXTENSION	APPROVED	USED	CONTRACT NO. 9710
HIGHWAY	FRENCHGLEN HWY & COUNTY ROADS	A) 100 CD			109 CD	F.A.P ER 0330003
COUNTY	HARNEY	B)				PREFIX 113 1069
TYPE WORK	GRADING, SURFACING & STRUCTURE	C)				AWARDED 09 07 83
		CONTRACTOR	MANN CONSTRUCTION CO., INC.			ESTIMATE NO. ~~004~~

WORK DONE TO [illegible]

ESTIMATED DATE OF COMPLETION 6-1-84

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 01/05/84 QUANTITY	PERFORMED TO DATE 01/05/84 AMOUNT	TO COMPLETE 06/01/84 QUANTITY	TO COMPLETE 06/01/84 AMOUNT	GROUP P or N	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
00001	R D MECTOR REGN ENGR											1P		
00[illegible]	P F RU[illegible] PR[illegible]CT MANAGE[illegible]											1P		
001	FURNISHING FIELD LABORATORY	EACH	37500000	1000	375000	1000	375000	1000	375000			1P	—	—
002	MOBILIZATION	LUMP SUM	1200000000	100000	12000000	100000	12000000	100000	12000000			1P	—	—
003	TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	84600000	100000	846000	100000	846000	99800	844308	200	1692	1P	—	—
004	TEMPORARY SIGNS	SQ FT	72500	222000	160950	276000	200100	276000	200100			1P	—	—
005	TEMPORARY BARRICADES	EACH	600000	6000	36000	2000	12000	2000	12000			1P	—	—
006	FLAGMEN	HOUR	250000	360000	900000	1582500	3956250	1582500	3956250			1P	—	—
00699	ROADWORK											1P		
007	PIT RUN GRANULAR MATERIAL UNIT A	CU YD	40000	48200000	19280000	[illegible] ~~97719100~~	[illegible] ~~39087640~~	[illegible] ~~97719100~~	[illegible] ~~39087640~~			1P	[illegible]	[illegible]
008	PIT RUN GRANULAR MATERIAL UNIT B	CU YD	36700	11900000	4367300	[illegible] ~~24716800~~	[illegible] ~~9071066~~	25211800 ~~24716800~~	[illegible] ~~9071066~~			1P	495[illegible]	1,816[illegible]

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 9710

ESTIMATE NO. 5

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
039	1P FURNISH HP 10X42 PILING	LIN FT	10.9200	2,452.000	26775.84	26863.20	87.36-
040	1P DRIVE STEEL PILES	LIN FT	2.0000	2,294.000	4588.00	4586.00	2.00
041	1P 4'X30'/35' PRESTRESSED SLABS	EACH	1782.0000	24.000	42768.00	42768.00	
042	1P STRUCTURAL STEEL	LB	1.1400	14,660.000	16712.40	14661.54	2050.86
043	1P METAL RAIL WITH TUBING	LIN FT	38.0000	200.000	7600.00	7600.00	
	ADJUSTMENT ITEMS						
6001A	1P LIQUIDATED DAMAGES	DAY	300.0000-	9.000	2700.00-	2700.00-	
	FORCE ACCOUNT ITEMS						
801	1P EXCAVATE UNIT C CHANNEL FOR RIPRAP				35306.72	24139.47	11167.25

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

A

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
DATE 02 24 84 PG. 02 9710	TOTAL CONTRACT ITEMS	1448012.47	1439269.00	8743.47
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS			
CHECKED BY:	FORCE ACCOUNT	35306.72	24139.47	11167.25
ENGINEER OR AUDITOR	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER **OREGON STATE HIGHWAY DIVISION** FORM 734-1830 (REV. 7-78)	COUNTY HARNEY	CONTRACT NO. 9710	ESTIMATE NO. 5	PREFIX NO'S.
	HIGHWAY FRENCHGLEN HWY & COUNTY ROADS	FEDERAL AID PROJECT NO. ER 0330003		
	SECTION HARNEY COUNTY FLOOD REPAIR			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P FURNISHING FIELD LABORATORY	EACH	3750.0000	1.000	3750.00	3750.00	
002	1P MOBILIZATION	LUMP SUM	120000.0000	100.000	120000.00	120000.00	
003	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	8460.0000	99.800	8443.08	8443.08	
004	1P TEMPORARY SIGNS	SQ FT	7.2500	276.000	2001.00	2001.00	
005	1P TEMPORARY BARRICADES	EACH	60.0000	2.000	120.00	120.00	
006	1P FLAGMEN	HOUR	25.0000	1,582.500	39562.50	39562.50	
007	1P PIT RUN GRANULAR MATERIAL UNIT A	CU YD	4.0000	99,329.900	397319.60	390876.40	6443.20
008	1P PIT RUN GRANULAR MATERIAL UNIT B	CU YD	3.6700	25,211.800	92527.31	90710.66	1816.65
009	1P PIT RUN GRANULAR MATERIAL UNIT C	CU YD	5.4900	8,513.000	46736.37	45985.34	751.03
010	1P PIT RUN GRANULAR MATERIAL UNIT D	CU YD	8.0300	4,484.600	36011.34	35431.57	579.77
011	1P QUARRY RUN ROCK	CU YD	5.8100	16,688.400	96959.60	96959.60	
012	1P FINISHING ROADBED AND SLOPES	LUMP SUM	4520.0000	100.000	4520.00	4520.00	
013	1P WATERING	M-GAL	10.0000	1,138.900	11389.00	11452.00	63.00-
015	1P COARSE AGGREGATE BASE	CU YD	8.3400	13,055.900	108886.21	108808.64	77.57
016	1P 3/4"-0 AGGREGATE BASE	CU YD	9.3200	8,440.300	78663.60	78586.24	77.36
019	1P 24-INCH CULVERT PIPE	LIN FT	13.1000	172.000	2253.20	2253.20	
021	1P 36-INCH CULVERT PIPE	LIN FT	16.5700	100.000	1657.00	1657.00	
025	1P GUARD RAIL TYPE 2A	LIN FT	18.0000	300.000	5400.00	5400.00	
026	1P GUARD RAIL TYPE 3	LIN FT	32.0000	100.000	3200.00	3200.00	
027	1P GUARD RAIL ANCHORS TYPE 1	EACH	350.0000	4.000	1400.00	1400.00	
028	1P RAIL END PIECES TYPE C	EACH	85.0000	4.000	340.00	340.00	
029	1P LOOSE RIPRAP CLASS 50 UNIT A	CU YD	8.0600	7,232.100	58290.73	58290.73	
030	1P LOOSE RIPRAP CLASS 50 UNIT B	CU YD	9.8000	5,892.000	57741.60	60657.10	2915.50-
031	1P LOOSE RIPRAP CLASS 50 UNIT C	CU YD	11.2800	3,277.900	36974.71	36974.71	
032	1P LOOSE RIPRAP CLASS 50 UNIT D	CU YD	14.0700	1,499.600	21099.37	21099.37	
033	1P LOOSE RIPRAP CLASS 100 UNIT A	CU YD	7.4600	4,342.500	32395.05	32395.05	
034	1P LOOSE RIPRAP CLASS 100 UNIT B	CU YD	9.2000	6,775.800	62337.36	62337.36	
035	1P LOOSE RIPRAP CLASS 700	CU YD	4.8200	2,318.500	11175.17	11175.17	
036	1P FILTER BLANKET	CU YD	6.8100	347.200	2364.43	2353.54	10.89
037	1P BRIDGE REMOVAL WORK	LUMP SUM	5000.0000	75.000	3750.00	3750.00	
038	1P FURNISH PIKE DRIVING EQUIPMENT	LUMP SUM	5000.0000	100.000	5000.00	5000.00	

DATE 02 24 84 PG. 01 9710	TOTAL CONTRACT ITEMS			
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS			
CHECKED BY:	FORCE ACCOUNT			
ENGINEER OR AUDITOR	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER **OREGON STATE HIGHWAY DIVISION** FORM 734-1830 (REV. 7-78)	COUNTY	CONTRACT NO. 9710	ESTIMATE NO. 5	PREFIX NO'S.
	HIGHWAY	FEDERAL AID PROJECT NO.		
	SECTION			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
039	1P FURNISH HP 10X42 PILING	LIN FT	10.9200	2,452.000	26775.84	26863.20	87.36-
040	1P DRIVE STEEL PILES	LIN FT	2.0000	2,294.000	4588.00	4586.00	2.00
041	1P 4'X30'/35' PRESTRESSED SLABS	EACH	1782.0000	24.000	42768.00	42768.00	
042	1P STRUCTURAL STEEL	LB	1.1400	14,660.000	16712.40	14661.54	2050.86
043	1P METAL RAIL WITH TUBING	LIN FT	38.0000	200.000	7600.00	7600.00	

```
                              CONT NO         FA PROJ NOS                                                                STATE
                                  110    1411      901       00                                           1,907.04
                                  110    1411      906       00                                           4,547.31
                                  110    1411      910       00                              131.05           509.32
                                  110    1411      911       00                                              75.12
                                  110    1411      914       00                                              91.44
                                  110    1411      918       00                                             622.01
                                  110    1411      920       00                                              40.02
                                  110    1411      921       00                                           1,535.73
                                  110    1411      922       00                                              36.35
                                  110    1411      923       00                                              37.98
                                  110    1411      932       00                                              44.30
                                  110    1411      933       00                                             137.86
                                  110    1411      935       00                                             109.72
                                  110    1411      950       00                                              50.15
                                              ** JOB TOTALS **               **               131.05   **      9,744.35   **

NARROWS SECTION               CONT NO       * FA PROJ NOS                                                                STATE
                                  113    1407      901       00                              130.78           130.78
                                  113    1407      905       00                            3,650.55         3,650.55
                                  113    1407      906       00                            1,641.68         1,641.68
                                  113    1407      910       00                            3,298.80         3,298.80
                                  113    1407      915       00                              334.97           334.97
                                  113    1407      916       00                            1,088.01         1,088.01
                                  113    1407      918       00                            2,359.30         2,359.30
                                  113    1407      920       00                              170.31           170.31
```

PE $22,000

PE

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CCOUNT SUMMARY - EXPENDITURES & LEDGERS                              JANUARY 1984        PAGE  466

                                                                         FISCAL           GRAND TOTAL
    DESCRIPTION               PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                  113    1407      921       00                            2,892.20         2,892.20
                                  113    1407      922       00                              495.95           495.95
                                  113    1407      926       00                            2,481.66         2,481.66
                                  113    1407      932       00                               36.50            36.50
                                  113    1407      937       00                            2,743.60         2,743.60
                                              ** JOB TOTALS **               **            21,324.31   **     21,324.31   **

TILLER-TRAIL HWY&MP 45        CONT NO         FA PROJ NOS                                                                STATE
                                  115    1405      901       00                           16,145.00        20,858.60
                                  115    1405      901       00 &                            144.82           144.82
                                  115    1405      901       00 -                             12.10            12.10
                                  115    1405      910       00             32 58         14,301.64        15,557.92
                                  115    1405      911       00                              114.34           114.34
                                  115    1405      913       00                               66.61            66.61
                                  115    1405      918       00                               23.84            25.15
                                  115    1405      933       00                              160.35           160.35
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          JANUARY 1984       PAGE  594

                                                                                      FISCAL           GRAND TOTAL
      DESCRIPTION                        PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE         TO DATE
                                      110   1996     916     00 P 1        381.29        1,004.33         1,004.33
                                      110   1996     918     00 P 1                      1,676.09         1,735.39
                                      110   1996     920     00 P 1                                         761.57
                                      110   1996     923     00 P 1      1,611.19       30,551.55        55,689.99
                                      110   1996     933     00 P 1                                         547.22
                                      110   1996     933     00 N 1                                          37.47
                                      110   1996     937     00 P 1                        198.22           198.22
                                      110   1996     950     00 P 1         66.06          447.95           547.23
                                      110   1996     980     00 P 1      2,112.64        5,372.51         5,433.06
                                                     TOT        P1       4,240.65       43,118.32        92,584.48
                                                     TOT        N1                                          342.96
                                                  ** JOB TOTALS **       4,240.65  **   43,118.32  **    92,927.44  **

MP 26.4 - CONDON                 CONT NO        FA PROJ NOS F   0031001 100                                          STATE
                                      111   1902     296     00 N 9                                       4,589.84CR
                                      111   1902     298     00 N 9                                       4,589.84
                                      111   1902     901     00 P 1                                         100.56
                                      111   1902     901     00 N 1                                           2.50
                                      111   1902     910     00 P 1                                       5,016.29
                                      111   1902     911     00 P 1                                          88.23
                                                     TOT        P1                                        5,205.08
                                                     TOT        N1                                            2.50
                                                  ** JOB TOTALS **                 **              **     5,207.58  **

HARNEY CO FLD REPAIR SECS        CONT NO        FA PROJ NOS ER  0330001 100                                          STATE
                                      113   1908     296     00 N 9        231.23CR       270.76CR         270.76CR
                                      113   1908     298     00 N 9        231.23         270.76           270.76
                                      113   1908     905     00 P 1          4.25         273.28           273.28
                                      113   1908     918     00 P 1                         1.73             1.73
                                                     TOT        P1           4.25         275.01           275.01
                                                  ** JOB TOTALS **           4.25  **     275.01  **       275.01  **   PE

E FK HOOD R(DIMMICK PK) BR       CONT NO        FA PROJ NOS ER  0327001 100                                          STATE
                                      114   1904     296     00 N 9                                       2,885.24CR
                                      114   1904     298     00 N 9                                       2,885.24
                                      114   1904     901     00 P 1                                       1,719.02
                                      114   1904     901     00 N 1                                          83.45
                                      114   1904     905     00 P 1                                       1,065.24
                                      114   1904     918     00 P 1                                         100.98
                                      114   1904     927     00 N 1                                          36.00
                                                     TOT        P1                                        2,885.24
                                                     TOT        N1                                          119.45
                                                  ** JOB TOTALS **                 **              **     3,004.69  **

JACKSONVILLE HWY@MP 20.8         CONT NO        FA PROJ NOS HES 0008005 100                                          STATE
                                      115   1904     905     00 P 1                        42.95            42.95
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         JANUARY 1984        PAGE  144
                                                                                   FISCAL            GRAND TOTAL        ACTIVE YRS
     DESCRIPTION                       PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE        TO DATE          BEG    END
                                                  TOT      P1        3,929.63        44,773.65          44,790.17
                                               ** JOB TOTALS **      3,929.63  **    44,773.65  **      44,790.17  **

HARNEY CO FLOOD REPAIR        CONT NO 9710   FA PROJ NOS ER   0330003 100                                              STATE
                                  113     1069     201     00 P 1  309,136.47     1,466,108.47       1,466,108.47      83     84
                                  113     1069     203     00 P 1    2,700.00CR       2,700.00CR         2,700.00CR    84     84
                                  113     1069     204     00 P 1   15,321.82CR      71,963.45CR        71,963.45CR    83     84
                                  113     1069     296     00 N 9   24,032.07CR   1,192,091.23CR     1,192,091.23CR    83     84
                                  113     1069     298     00 N 9   24,032.07     1,192,091.23       1,192,091.23      83     84
                                  113     1069     900     00 P 1   16,791.58        99,831.90          99,831.90      83     84
                                  113     1069     900     00 N 1       47.53            79.95              79.95      83     84
                                  113     1069     900     01 P 1      313.09           313.09             313.09      84     84
                                  113     1069     900     01 N 1        4.04             4.04               4.04      84     84
                                  113     1069     920     00 P 1                       578.45             578.45      83     83
                                  113     1069     940     00 P 1      816.00         2,018.80           2,018.80      83     84
                                  113     1069     941     00 P 1      172.16         1,494.27           1,494.27      83     84
                                  113     1069     942     00 P 1                       114.80             114.80      83     84
                                  113     1069     944     00 P                          90.25CR            90.25CR    83     83
                                  113     1069     944     00 P 1      412.66         1,141.85           1,141.85      83     84
                                  113     1069     945     00 P 1                        44.86              44.86      83     84
                                  113     1069     946     00 P 1      306.12         2,627.94           2,627.94      83     84
                                  113     1069     948     00 P 1                         8.94               8.94      84     84
                                  113     1069     950     00 P 1      810.91         1,411.60           1,411.60      84     84
                                  113     1069     985     00 P 1                       520.76             520.76      83     83
                                                  TOT      00                            90.25CR            90.25CR
                                                  TOT      P1      310,743.17     1,501,552.28       1,501,552.28
                                                  TOT      N1           51.57            83.99              83.99
                                               ** JOB TOTALS **    310,794 74  ** 1,501,546.02  **   1,501,546.02  **

HANLEY RANCH-FISH LAKE        CONT NO 9350 = FA PROJ NOS F    0036003 100                                              STATE
                                  115     1029     201     00 P 1                                    1,432,792.42      82     83
                                  115     1029     201     00 N 1                                        2,645.00CR    83     83
                                  115     1029     203     00 P 1                                        6,600.00CR    82     82
                                  115     1029     206     00 N 1                                          165.00      83     83
                                  115     1029     210     02 P 1                                        1,979.35      83     83
                                  115     1029     240     03 N 1                    12,807.12          12,807.12      83     83
                                  115     1029     270     01 P 1                                       10,715.38      82     83
                                  115     1029     296     00 N 9                     8,895.00CR     1,377,371.00CR    81     84
                                  115     1029     298     00 N 9                     8,895.00       1,377,371.00      81     84
                                  115     1029     900     00 P 1                        26.04         102,269.49      81     83
                                  115     1029     900     00 N 1                                          350.84      82     83
                                  115     1029     920     00 P 1                                           50.58      81     82
                                  115     1029     940     00 P 1                     2,900.72          10,735.72      82     84
                                  115     1029     941     00 P 1                                          157.21      82     82
                                  115     1029     944     00 P 1                        17.17             125.31      81     83
                                  115     1029     945     00 P 1                                        1,076.37      81     83
                                  115     1029     946     00 P 1                                        7,520.86      82     83
```

Contract

$24,330 being processed

9710

F

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-330(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Harney

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-3

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/18/84

8. FEDERAL ROUTE NUMBER Secondary 170, B472 & B473

9. STATE ROUTE NUMBER Secondary 440 & County Roads

10. GENERAL LOCATION:
Harney County Flood Repair

11. GENERAL DESCRIPTION OF WORK
110,000 cubic yards @ 20¢/cu yd roadway material

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/18/84 as requested in Mr. Fredrickson's letter of 2/8/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order Nos. 1 and 2 are approved for a TEC of $22,000 Federal Funds.

RECEIVED
STATE HWY ENGR
FEB 24 '84
REFER TO Potter
FOR
Info | Inves | R/D | D,k | Sign | Act | File

DNG
2/24

14. DATE 2/21/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#7710 2-3-84 F

573-6369

573-6369

STATEMENT

FROM Russell Hudkins
Box 142
Hines, Ore. 97738, 2-3-84
TO Daly & Runge Const. Co. – subcontract
ADDRESS Box 387
CITY Redmond Ore. 97756
TERMS

MANN
Construction at
Redmond.

CON. 9710

14 yd Dump Tr. Rent.				
10-29 To 11-15-1983		$ 3	769	00
For Month Jan. 1984	Int. 1.5		56	53
		$ 3	825	53

Copy to Mann Const.
" " Contr. Payments Bobchurch Salem.

Harney Flood Plain

file in Con # 9710
RWG called Hudkins to
see if to file as claim.
Hudkins said to hold-
as of 4/12/84 heard nothing-
Fran

RECEIVED
FEB 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7712

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Harney Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Frenchglen Highway

REGION 5

#440 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 113-1411

DATE 1-26-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		3,000	934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		3,000	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		4,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		1,000	950 TRAINING		
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 36,100
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This prefix will provide funds to prepare plans, estimates, and a report for submittal to the FHWA for E-R funding to raise the grade at the Narrows to an elevation of 4,103.0 or higher.

1 Versteeg
Anderson
(2) Adams
( ) Macnab
2 Edwards Steudemeyer
Torpin
3 Trout
( ) Wakerlig

RECEIVED
FEB 8 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Ronald T. Noble	DATE 1-26-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/1/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 1-27
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 1/27/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES

TO: Frank E. Terpin
Location Engineer

DATE: January 18, 1984

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Malheur Lake Flooding
Harney County

The Frenchglen Highway (ORE205) could be under a half-foot of water at the Narrows by next July according to recent predictions. We need to develop plans to raise the grade on the Frenchglen Highway for a contract in April or May.

Looking at the projected flood elevation of 4,101.4, we should raise the grade to an elevation of 4,103.0 or higher, depending on expected wave action. We will also need to raise the grade of those county roads covered in the 1983 contract work.

Please prepare plans, estimates, and a report for submittal to the FHWA for E-R funding by February 10. A second proposal needs to be developed to raise the grades of other county roads and sections of State highways that we expect to be flooded this summer. This report should be completed before the end of February.

Attached is a copy of information recently received from the Water Resources Department. Also attached is a copy of Anhorn's letter of January 9, 1984, predicting a high water elevation of 4,102.6 in Malheur Lake. We need to see if we can resolve these different predictions.

JHV:kkr

Attachment

cc: E. S. Hunter
Don Adams
R. D. Hector

Hansen

Contains Recycled Materials

[illegible] 440

ROAD DESIGN SECTION DES

Frank E. Terpin
Location Engineer

January 18, 1984

J. H. Versteeg
Road Design Engineer

Malheur Lake Flooding
Harney County

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JHV:kkr

Attachment

cc: E. S. Hunter
Don Adams
R. D. Hector

cys (kr)

RECEIVED
JAN 19 1984
ROAD DESIGN SECTION

___ Versteeg
x Anderson
___ Adams
x Macnab
___ Stoudenmeyer
x Terpin
x Trout
x Wakerlig

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Water Resources Department

HARNEY COUNTY COURTHOUSE, BURNS, OREGON 97720 PHONE 573-2591

4101.75 4104.00

1982 & 1983 flooding cont.

MALHUER LAKE ELEV.

June 10= 4098.69
" 14= 4098.90
" 23= 4098.80
July 9=4098.90 • 95,200 ac.
" 12=4098.78
" 25=4098.66
Aug. 1=4098.56
" 12=4098.46
22=4098.36
26=4098.36
Sep 2=4097.76
26=4098.02
Oct. 4=4097.90
" 19=4097.90 87,800 acres
Nov. 1=4097.90
18=4098.02
Dec. 19=4098.50
29=4098.54 93,000 ac.

HARNEY LAKE ELEV.

June 9= 4097.94
" 17= 4098.20 windy
" 23= 4098.28 "
July 1= 4098.26 "
" 8= 4098.39 " "
" 15= 4097.95
" 22= 4097.94
" 29= 4097.90
Aug. 5= 4097.76
" 11= 4097.69
" 19= 4097.69
" 25=4097.61
Sep. 2= 4097.40
" 13= 4097.54
26= 4097.40
Oct. 7= 4097.28
" 14= 4097.24
" 19= 4097.25
Nov. 1= 4097.35
16= 4097.44
Dec. 7= 4097.79
" 16= 4097.78
" 28= 4097.83
Jan. 3=4098.06

NARROWS ELEV.

June 9= 4098.51
" 17= 4098.60
" 23= 4098.62
July 1= 4098.65 "
" 8= 4098.50
" 15= 4098.55
" 22= 4098.48
" 29= 4098.42
Aug 5= 4098.32
" 11= 4098.22
" 19= 4098.07
" 25= 4098.05
Sep 2= 4098.02
" 13= 4097.92
26= 4097.81
Oct. 7= 4097.80
" 14= 4097.73
" 19= 4097.76
Dec. 16= 4097.73
" 28=4098.20
Jan 3=4098.22

1-17-84

cc Wilken
Schwartz

L Versteeg
___ Anderson
✓ Adams
___ Macnab
___ Stoudenmeyer
___ Terpin
___ Trout
___ Wakerlig

RECEIVED

JAN 16 1984

ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

WATER SUPPLY OUTLOOK
Jan. 10, 1984

--- Telemetry snow course readings as of 1/10/84

	water content
Snow Mountain	14.1"
Silvies	20.2" *
Fish Creek	27.2" *

* accuracy questioned
**snow density on nearby Stinkingwater course 19% (12/30/83); water content-6", 400% of normal

--- Average snow pack for Silvies River Basin 225% of normal 1/1/84

--- Precipitation amount for December 263% of average

--- Water year (Oct-Dec) precipitation 166% of normal

--- Streamflow forecast

Blitzen River	April-Sept.	93,000 ac ft	158%
Silver Creek	April-July	34,000 ac ft	219%
Silvies	April-Sept	123,000 ac ft	160%

--- Malheur Lake elevation forecast

July 1, 1984	4101.42	116,000 surface acres
August 1, 1984	4100.96	113,000 surface acres

971

STATE OF OREGON **INTEROFFICE MEMO**

RECEIVED
STATE HWY ENGR
JAN 11 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: W. E. Schwartz, Asst. State Highway Engineer
Operations Branch

DATE: January 9, 1984

SUBJECT: Update
Harney-Malheur Lakes

NOTED
W. E. SCHWARTZ

You asked for a report on the conditon of the Harney-Malheur Lakes. The following information was gathered by Dale Hiatt last week.

The A.S.C.S. in Harney County advises that as of January 1 their snow courses had sufficient water content to raise the lake elevation four feet over its present level of 4098.6 feet. This new level of 4102.6 feet does not consider January snowfall, which averages two feet, and of course is very dependent on the spring weather conditions, particularly the evaporation rate.

The Frenchglen Highway, by recent contract, was raised to a level of 4101.0 feet and the Narrows Bridge was raised to an elevation of 4104.0 feet.

Levels run on the Steens Highway indicate at least four low areas where the lake could overtop the highway if a water level of 4102.6 ft. is reached:

Mile Point	Elevation
17.1 to 17.3	4102.1 to 4102.6
18.2 to 18.7	4102.0 to 4102.7
19.9 to 20.0	4102.9
22.5 to 22.55	4102.4

Jan 10th Forecast
July 1 4101.4 estimate
both by Water Resources &
ASCS

will be new forecast 1st Feb.
snow gauge

225% Silvies
200% Steens
300% Snow Mtn.
400% Stinking Water

Bill Meyer - Water Resources
Bill Beal - SCS

Hiatt has set a " tattletale" at M.P. 17.5 on the Steens Highway and Tom Swisher will record the lake's level weekly. Hiatt's Weekly Report will show the water level at each week's end.

Scott - You might want this additional info to supplement the letter sent to Commission.

William G. Anhorn
Assistant Region Engineer

WGA/lm

cc: C. D. Hiatt

9710

January 5, 1984

DES 16

The Honorable Robert F. Smith
Member of Congress
118 Cannon House Office Building
Washington, D. C. 20515

Frenchglen Highway

I just gave the Governor a brief update on the Frenchglen Highway and we thought you might like one also.

Incidently, there has been quite a bit of snow in the area of the Steens Highway--our Region Engineer indicated something like 40 inches at Stinking Water Pass--which could lead to some flooding of the Steens Highway later this year. We are keeping an eye on that and will let you know if we see some problems develop.

Fred D. Miller
Director

Enc.

bc H. S. Coulter
    Bob Hector

FDM:fn

9710

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DOT DIRECTOR
JAN 3 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
				DES		16

In Reply Refer to File No.:

DATE: December 30, 1983

TO: Oregon Transportation Commission

E S Hunter

FROM: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

SUBJECT: Frenchglen Highway and County Roads
Malheur Lake
Harney County

This is in response to a request from Commissioner Giustina for an update on the Harney and Malheur Lakes situation.

The Malheur Lake water elevation was 4,093 feet in October 1982. By June 1983, the lake elevation has risen to an elevation of 4,098.5 feet at the Narrows Bridge, flooding the Frenchglen Highway and closing it to traffic.

A contract was awarded to Mann Construction Company of Redmond, Oregon on September 7, 1983. Work began on September 19 and the roadway work was completed and the highway officially open to traffic December 17, 1983. The project was financed totally by Federal Emergency Relief funds.

The roadway was raised to elevation 4,101.0 and the Narrows Bridge to 4,104.0. The slab-span bridge was completed on December 16 and the roadway aggregate wearing course was completed on December 17. In addition, all construction work on flooded county roads was completed and accepted by Harney County officials.

A high water elevation of 4,098.80 was recorded on July 8, 1983. In September, when the contractor started construction, the water elevation was 4,098.14. On December 19, 1983 the water elevation was at 4,098.50, which is two and one-half feet below the surface of the newly constructed roadway.

The State Water Resources staff has stated informally that it is very unlikely that the Frenchglen Highway will be flooded in the

[illegible]

Cong.

1-5-83

Form 734-3122

coming year provided snowfall amounts are normal for the remainder of the winter. There is a heavy snowpack in the Steens Mountains which is predicted to cause some additional increase in the water levels of Malheur and Harney Lakes. How much that increase will be and how much flooding will occur is dependent on the weather in the area over the next four to six months.

bc Fred Miller
H. S. Coulter
J. H. Versteeg
Frank Terpin
R. D. Hector

JHV:kkr/ESH:ja

#2710

Office of the Governor
State of Oregon

1859

EXECUTIVE ORDER No. EO - 83 - 22

EMERGENCY DISASTER - HARNEY COUNTY

A state of emergency disaster was declared to exist on March 13, 1983, with respect to lands inundated by Malheur Lake and its associated bodies of water. This declaration was amended on June 15, 1983, with respect to specific damages suffered by various highways and roads in the area as a consequence of inundation. On December 9, 1983, the County Court for Harney County presented information gathered from state and federal agencies, and private citizens, demonstrating the continuation of this emergency disaster, and the likelihood it will not be resolved by the end of 1983.

IT IS ORDERED AND DIRECTED:

Paragraph 4. of Executive Order EO - 83 - 4 is amended to read:

"4. Unless amended, extended or sooner rescinded, this Executive Order expires on December 31, 1984."

RECEIVED
STATE HWY ENGR
JAN 3 '84
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						X

cy Hector Potter 1/3

Done at Salem, Oregon, this
22nd day of December, 1983.

NOTED
W. E. SCHWARTZ

Governor

Attest:

Deputy Secretary of State

5

STATE COPY

cc: H. S. Coulter

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Harney	DIVISION Oregon	
DATE OF INSPECTION 10-19-83	INSPECTION MADE BY David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.		PROJECT NO. ER-330(3)	
AWARD DATE 9-7-83	CONTRACT AMOUNT $1,398,315.97	TIME ALLOWED 100 C.D.	TIME STARTED 9-19-83	WORK STARTED 9-22-83
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 34	WORK COMPLETED 42	

IN COMPANY WITH P. F. Burnett, Project Manager
H. Shaw, Asst Project Manager, OSHD

LOCATION The Frenchglen Highway (ORE205) and Harney County Roads, FAS B472 and FAS B473 approximately 18 to 48 miles southerly from Burns, Harney County, Oregon

CONTRACTOR NAME AND ADDRESS

Mann Construction Co., Inc. Redmond (P. O. Box 580), Oregon 97756

REMARKS

HARNEY COUNTY FLOOD REPAIR SECTION
FRENCHGLEN HIGHWAY & COUNTY ROADS
Grading, Surfacing & Structure

This project provides for repairs to the Frenchglen Highway and three separate Harney County roads which were damaged as the result of high water in the Malheur Lake basin.

WORK COMPLETED

Unit A

Embankment	90% complete
Riprap	0%

Unit B

Just begun

Unit C

Embankment	98%
Riprap	0%

Unit D

Embankment	90% Complete
Riprap	0%

RECEIVED
STATE HWY ENGR
NOV 28 '83
REFER TO
Constr.
FOR
☒ Info ☐ Instr ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

11/28

Work in Progress

The contractor was building subgrade in Units A and B and placing riprap in Unit A near the Narrows Bridge. Riprap placement began today.

Comments

Riprap for the north units is being obtained from the existing quarry on the west side of the Frenchglen Highway in the vicinity of M.P. 44. This quarry is known as the refuge quarry (No. 13-73-5).

Some breakup of the Frenchglen Highway has been noted, apparently as the result of the contractor's hauling vehicles. The vehicle loadings have been checked by project personnel and found to be within legal hauling limits.

Some force account work has been done on Unit "C" along a ditch, so that riprap placed along the ditch would not restrict flow during periods of high water.

The water in Malheur Lake measured at Cole Island was observed at the following levels:

Date	Elevation
July 8, 1983	4098.8
August 5, 1983	4098.52
September 6, 1983	4097.76
October 4, 1983	4097.90

The lake has not subsided as much as had been expected for the summer season.

The estimated amount of pit run material required for the work will be approximately 90,00 cubic yards which is an overrun of approximately 33 percent. The embankments are being constructed in reasonalbe close conformance to the cross sections and elevations shown on the plans. Riprap quantities may underrun slow quantities.

The Buy America Act was discussed. Mr. Burnett indicated that the contractor has furnished documentation regarding the status of some of the structural steel which is proposed to be incorporated into the project.

###

September 22, 1983

CON 5

#9710

Mann Construction Co., Inc.
P. O. Box 580
Redmond, OR 97756

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9710 for work on the Harney County Flood Repair Project on the Frenchglen Highway and County Roads FAS 171, B472 and B473.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Enclosure

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: C. T. Kassey
Walt Hart
Robert Church
Jan Peterson
Robert Hector
P. F. Burnett

MANN CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
P.O. BOX 580 • REDMOND, OREGON 97756 • NORTH CITY LIMITS • PHONE (503) 548-5108

September 6, 1983

RE: Harney County Flood Repair #9710

Oregon State Highway Division
Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

Gentlemen:

Be advised that in anticipation of the award of this contract, we have subcontracted the following item of work to Lopez Paving, P. O. Box 256, Tangent, Oregon 97389:

> Item 14 in its entirety at the prime contractors price - Emulsified Asphalt in Watering, 40,000 gal. @ .89 for a total of $35,600.

Lopez Paving has performed several projects for us before and in fact has a sizable paving project with us now, so we know that they are well qualified for this work.

We will proceed diligently with the performance of this work upon receipt of the contract award and notice to proceed.

Sincerely,

MANN CONSTRUCTION CO., INC.

Richard Mann

Richard Mann
President

RM:jk

RECEIVED
SEP - 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9710

5

MANN CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
P.O. BOX 580 • REDMOND, OREGON 97756 • NORTH CITY LIMITS • PHONE (503) 548-5108

September 21, 1983

RE: Harney County Flood Repair
Contract. No. 9710

Oregon State Highway Division
Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

Gentlemen:

Please be advised that we have subcontracted work on the above project as follows:

Items 9,10,31 and 32 in their entirety to Daly-Runge Construction Co., Inc., P. O. Box 387, Redmond, OR 97756

Drilling, blasting and manufacturing for Class 700, 100 and 50 rip-rap, quarry rock and rock for aggregate base to be crushed by others, except that rock for Units C and D are not included to Ray Garren, 359 N. E. Chestnut, Madras, Oregon 97741

Item 37 through 43 in their entirety to Weaver Construction Co., P. O. Box 588, Union, Oregon 97883

Item 14 in its entirety to Lopez Paving, P. O. Box 256, Tangent, Oregon 97389.

Each of the above subcontract agreements contain the following clause, "Each and every qualification, condition, stipulation, method of measurement, and method of performing work as set forth in the prime contract is incorporated herein and made a part hereof by reference. The special provisions for on-the-job training are attached hereto and made a part hereof. The MBE policy statement is also attached hereto and made a part hereof, and three copies of the report form are enclosed herewith for your use in complying with this section of the prime contract."

(cont'd.)

The only other subcontracts we plan to make is for the crushed aggregate base and guard rail and we will advise you as soon as those firms have been determined.

It is our plan after the job is organized, to work five 10-hour days per week through Unit A in order that this section can be completed before the bridge is removed.

Sincerely,

MANN CONSTRUCTION CO., INC.

Richard Mann

Richard Mann
President

RM:jk

9/23/83
Orig to Constn
Kay Turner for
handling

RECEIVED
SEP 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9711

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 7, 1983

In Reply Refer to
File No.:
PRO 6-2

RECEIVED
TECHNICAL SERVICE
SEP 7 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Harney County Flood Repair
Federal-Aid Project No. ER-330(3)
Frenchglen Highway and County Roads
Harney County

Your concurrence is requested in releasing Morse Bros., Inc. from their bid we received on August 25, 1983 and to surrender their bid bond for the project. Frank Morse, President of Morse Bros., Inc. presented information that they had made errors in their bid and that they were concerned that his firm submitted a bid in the amount that he had not intended to submit.

On Wednesday, August 31, 1983, Frank Morse and Stan Martin from Morse Brothers, apparent low bidder on the subject project, met with Gary Potter, Jack Sollis and E. S. Hunter to discuss an alleged error in their bid.

Mr. Morse and Mr. Martin submitted their worksheets (attached) which showed that Bid Items No. 29 through No. 35, Loose Riprap, were calculated as being paid in truck measure rather than under Standard Specifications 620.81, which specifies "...the pay volume will be determined by loose measure, in the hauling vehicles on the basis that one cubic yard vehicle measure is equivalent to 0.70 cubic yards in place...". As a result, their bid was $209,155 lower than intended, or 17.9 percent lower than the bid submitted.

Mr. Morse stated that they had gone after this job very seriously and with the discovery of this major error in the bid, they were asking to be relieved of their bid and their bid bond be returned.

At the close of the meeting, Mr. Hunter requested Mr. Morse to submit a letter summarizing the nature of their error and to state the action they were asking the Highway Division to take.

Form 734-3122

At 11 a.m., September 1, Dale Wilken, Jack Sollis, Gary Potter and Ed Hunter met to review the material submitted on August 31. It was the consensus of the group that Morse Brothers had made an honest mistake and that their bid should be rejected, the bid bond returned and the project awarded to the second low bidder. Attached is Mr. Morse's letter and bid computations.

We are also requesting tentative concurrence in awarding the contract to the second low bidder, Mann Construction Company, Inc. in the amount of $1,398,315.97. We feel justified in awarding to Mann Construction Co. in that they are 1.51% under our Engineers Estimate and we feel we would not receive a lower bid if we did readvertise.

DAR:pf
Attachment

cc: E. S. Hunter
Jack Sollis
Robert Gormsen

9-1-83

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 1, 1983

In Reply Refer to
File No.
DES 6-2

Frank Morse, President
Morse Bros., Inc.
32260 Highway 34
Tangent, OR 97389

Harney County Flood Repair Project
Frenchglen Highway and County Roads

copy w/attach. dia 6

Since meeting with you and your estimator the afternoons of August 31 and September 1, 1983, we have carefully analyzed the worksheets you submitted to us which were used in preparing your bid on the subject project.

We find that you have erroneously applied truck measure as the pay item for Items 29 through 35, Loose Riprap. The errors total in the amount of $209,155, or 17.9 percent of the bid you submitted.

Based on our analysis of the material you submitted, we find that you made a serious and substantial mistake in your bid. We further find that it was an honest mistake and not one that was intentional or due to gross negligence or willful neglect, and immediately upon discovering the error you notified the Highway Division and submitted documentation.

We are therefore rejecting your bid, returning your bid bond, and awarding the project to the second low bidder.

H. S. Coulter
State Highway Engineer

bc R. W. Gormsen (enc.)
Jack Sollis "
Gary Potter "
Dale Wilken "
E. S. Hunter "

ESH:ja

RECEIVED
TECHNICAL SERVICES
SEP 6 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
DES 6-2

TO: MEMO TO THE FILE

DATE: September 1, 1983

FROM: H. S. Coulter
State Highway Engineer

SUBJECT:

Harney County Flood Repair
Frenchglen Highway and
Harney County Roads

I have reviewed the analysis of the bid submitted by Morse Brothers on the Harney County Flood Repair project and concur with the conclusion reached by Ed Hunter, Jack Sollis and Gary Potter to reject the bid of Morse Brothers, return their bid bond and award the project to the second low bidder, Mann Construction Company, Inc., of Redmond, Oregon.

At about 2:15 p.m., September 1, 1983, Chairman Yturri approved the recommended actions. The bid bond of Morse Brothers, Inc. will be returned and the contract offered to Mann Construction Company, Inc.

cc R. W. Gormsen
Jack Sollis
Gary Potter
Dale Wilken
E. S. Hunter

ESH/HSC:ja

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
DES 6-2

TO: MEMO TO THE FILE

DATE: September 1, 1983

ESHunter

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Harney County Flood Repair
Harney County

On Wednesday, August 31, 1983, Frank Morse and Stan Martin from Morse Brothers, apparent low bidder on the subject project, met with Gary Potter, Jack Sollis and me to discuss an alleged error in their bid.

Mr. Morse and Mr. Martin submitted their worksheets (attached) which showed that Bid Items No. 29 through No. 35, Loose Riprap, were calculated as being paid in truck measure rather than under Standard Specifications 620.81, which specifies "..the pay volume will be determined by loose measure in the hauling vehicles on the basis that one cubic yard vehicle measure is equivalent to 0.70 cubic yards in place..." As a result, their bid was $209,155 lower than intended, or 17.9 percent lower than the bid submitted.

Mr. Morse stated that they had gone after this job very seriously and with the discovery of this major error in the bid, they were asking to be relieved of their bid and their bid bond be returned.

At the close of the meeting, I requested Mr. Morse to submit a letter summarizing the nature of their error and to state the action they were asking the Highway Division to take.

At 11 a.m., September 1, Dale Wilken, Jack Sollis, Gary Potter and I met to review the material submitted on August 31. It was the consensus of the group that Morse Brothers had made an honest mistake and that their bid should be rejected, the bid bond returned and the project awarded to the second low bidder.

Mr. Morse delivered the attached letter at 1:30 p.m., September 1, 1983. Both Mr. Potter and Mr. Sollis were present at that time and we advised Mr. Morse that we were going to recommend that Morse Brothers be relieved of the bid.

ESH:ja

Attachment

cc H. S. Coulter (enc.)
R. W. Gormsen "
Jack Sollis "
Gary Potter "
Dale Wilken "

81-125-1387

MORSE BROS.

September 1, 1983

Mr. E.S. Hunter
Assistant State Highway Engineer
Department of Transportation
200 Transportation Building
Salem, Oregon 97310

Subject: Harney County Flood Repair
French Glen Highway and County Roads

Dear Ed:

Pursuant to our conference of August 31, I am herewith submitting our request for relief on the above referenced project.

In the preparation of our bid, an error was made on bid items 29 through 35, inclusive. Our error was the failure to adjust for the conversion of rip rap in place cubic yard measure to truck measure, as per Section 620 of the Standard Specifications. This error, if allowed to stand, will cause substantial damage to Morse Bros. Therefore, we respectfully request the following:

1. That a patent error is evident, and that our bid be corrected and prosecuted as the low bid.
2. That, in the alternative, if a claim of patent error is not accepted, that Morse Bros. bid proposal be rejected without forfeiture of the bid bond and the bid be awarded to the next lowest bidder.

In defense of a claim for patent error we suggest the following informaton:

1. The percentage spread between Morse Bros. total bid and the next lowest bidder's total bid is 19.9%. The average spread between low and next lowest bidder for all State Highway bids from January 27, 1983, excluding electrical and bridge projects, is 7.4%. Excluding projects less than $500,000, the average spread is 4.0%. On the face of the bid, there is evidence of patent error when compared to historical data (reference Exhibit A, attached).

Operations Office • 32260 Hiway 34 • Tangent, Oregon 97389 • Phone (503) 928-6491

2. The percentage spread between Morse Bros. bid and the next lowest bidder on bid items 29 through 35, inclusive, is 22.5%. On the face of the bid, comparing Morse Bros. total rip rap items to the next lowest bidder, there is evidence of patent error.

Your attention to these requests is greatly appreciated. Thank you.

Sincerely,

MORSE BROS., INC.

Frank

Frank Morse
President

psw

Exhibit A

Bid Date	Project	Low	Second	Diff.	%
1/27	2nd Oak Lebanon	124,518	126,512	1,994	.016
1/27	Kelsay Springs	249,599	252,089	2,490	.010
1/27	50th - 82nd	2,858,227	3,018,416	160,189	.056
* 2/24	Pacific Hwy	268,175	307,308	39,133	.146
2/24	Rainier Slide	539,997	594,221	54,224	.100
2/24	Thornton Creek	164,023	167,924	3,901	.023
2/24	Sunset Hwy	815,853	816,952	1,099	.001
2/24	39th -87th	29,270,186	31,090,591	1,820,405	.062
4/7	Green Springs	79,714	87,712	7,998	.100
4/7	Park Blvd-Airport	2,170,011	2,218,668	48,657	.022
4/14	Elk City	254,630	268,865	14,235	.055
4/14	Steer Creek	522,142	534,915	12,773	.024
4/14	Emigrant Hill	1,030,167	1,080,855	50,688	.049
4/14	S. Banfield	15,292,497	15,453,691	161,194	.011
4/28	Crooked Creek	1,533,506	1,543,999	10,493	.007
4/28	Port of Morrow	1,355,497	1,431,635	76,138	.056
5/12	Mystic Creek	6,481,704	6,767,963	286,259	.044
5/12	Frank Port Slide	266,626	293,528	26,902	.101
5/12	Goshen	4,998,261	5,135,150	136,889	.027
5/26	S. Baker-280	3,144,170	3,321,315	177,145	.056
5/26	Zig Zag	773,685	833,535	59,850	.077
5/26	Fern Hill	447,861	511,072	63,211	.141
5/26	Fremont	1,298,680	1,305,718	7,038	.005
* 5/26	Linn Co.-Suttle Lake	409,983	561,593	151,610	.370
5/26	Lenz-Forge	2,732,780	3,045,350	312,570	.114
5/26	Buford Ridge	2,476,735	2,611,292	134,557	.054
5/26	Gales Creek	847,566	853,002	5,436	.006
5/26	Spray Slide	100,098	116,136	16,038	.160
5/26	E. McMinnville	222,260	241,037	18,777	.084
6/16	Conifer Blvd.	345,799	387,715	41,916	.121
6/16	Retz Creek	389,746	465,080	75,334	.193
6/16	Sandy River	4,434,145	4,434,280	135	.00003
6/16	Forest Grove	102,044	111,816	9,772	.096
7/18	Upper Trk Ramp	641,344	698,265	56,921	.089
7/18	Moro-Grass Valley	1,945,035	1,953,624	8,489	.004
7/18	Croisan Creek	51,980	64,365	12,385	.238
8/18	Salt Creek	884,207	898,999	14,792	.017
	37 Total	89,523,451	93,605,189	4,081,738	2.735

Summary of Exhibit A

Project	Low	High	Diff.	%
37 Total	89,523,451	93,605,189	4,081,738	2.735
				÷ 37
				.074
			4,081.738	
			÷ 89,523,451	.046
For jobs over $500,000				
22 Total	86,046,395	89,741,537	3,695,142	.881
				÷ 22
				.040
			3,695,142	
			÷ 86,046,395	.042

9716 5

August 23, 1983

Harney County Court
Harney County Courthouse
450 N. Buena Vista
P.O. Box 1147
Burns, OR 97720

AGR

Attention: Avel Diaz
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 9716

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement for flood repair work on the Diamond Highway and the Narrows-Princeton Road in Harney County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

ROAD DESIGN SECTION DES

J. H. Versteeg
Road Design Engineer

August 18, 1983

Donald L. Trout
Final Project Coordinator

Emergency Repair Funding and Approval
Harney County Flood Repair Sections
Frenchglen Highway and County Roads
Harney County

The Federal Highway Administration has approved the following on the above project:

Design

The advertised project, along with the second stage work necessary to provide a permanent pavement surface. (If a second raising of the grade is required, a separate ER request and f nding will be necessary.)

Funding

Original estimated cost for necessary temporary and permanent restoration work.		$3,800,000
Approved for preliminary engineering	$ 40,000	
Approved for temporary repairs	$ 25,000	
Approved PS & E documents for estimated construction cost (including second stage surfacing $400,000)	$2,053,386	
		$1,681,614

DLT:kkr

9710

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-330(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Harney

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

2-1-23

4. PROGRAM NO.

5. ITEM NO. ER-2

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/13/83

8. FEDERAL ROUTE NUMBER Secondary 171, B472 & B473

9. STATE ROUTE NUMBER Secondary 440 & County Road

10. GENERAL LOCATION:
Harney County Flood Repair Sections

11. GENERAL DESCRIPTION OF WORK
Temporay Emergency Repair

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8/11/83 and L. A. Staron's letter of 8/2/83 concurring in declaration of disaster for Harney County, this will confirm the date of 3/13/83 to proceed with temporary emergency repair work by State and County forces at a TEC of $25,000 Federal Funds.

RECEIVED
STATE HWY ENGR
AUG 23 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
8/23

14. DATE 8/15/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9113

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SAELM

Harney Co.

Subject: Oregon Request for ER Funds
1983 Highway Water - Malheur Lake Basin

Date: August 15, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR/409.1

To: Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Attached is the Washington, D. C. approval of your request for ER funds to repair highways in the Malheur Lake Basin due to flooding. Also attached is a copy of a letter to Governor Atiyeh from L. P. Lamm, FHWA Deputy Administrator, informing him of this finding.

The ER approval does contain some stipulations. However, the repairs to be made as part of the current advertised project along with the second stage work necessary to provide a permanent pavement surface are eligible under this ER funding approval. A separate ER request and finding would be necessary if a second raising of the grade were required due to a continued rising of the basin water.

NOTED
E. S. HUNTER

fr. Robert B. Hathaway
Dale E. Wilken

Attachments

cc:
OSHD (G Potter)
OSHD (J H Versteeg)

8-17-83
cy - Bob Hector
"Pls advise
Judge White"
ESH

RECEIVED
TECHNICAL SERVICES
AUG 17 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
AUG 16 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[illegible]
8/16

11 21 26

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

AUG 2 1983

IN REPLY REFER TO:
HNG-12

The Honorable Victor Atiyeh
Governor of Oregon
Salem, Oregon 97310

NOTED
H. S. COULTER

Dear Governor Atiyeh:

We received your June 15, 1983, emergency proclamation as part of an application from the Oregon Department of Transportation (ODOT) for emergency relief (ER) funds to repair damages that occurred during the winter and spring, 1983, on Federal-aid system highways in Harney County. Snowmelt, rainfall, runoff, and inundation during the period caused the damages. Our Division Administrator in Oregon, Mr. Dale E. Wilken, has confirmed the nature of the damages in a report. These damages were suffered as a result of a natural disaster over a wide area.

Pursuant to Section 125 of Title 23, United States Code, I, therefore, find that the cost of repairing eligible damages to Federal-aid roads in Harney County may be funded with ER funds, subject to their availability. A preliminary estimate of eligible damage is $3.8 million. This estimate is subject to revision. I am pleased to inform you that, in accordance with provisions in the Surface Transportation Assistance Act of 1982, the Federal share of all work determined eligible for ER funding will be 100 percent.

Our Division Office will inform the ODOT of this finding.

Sincerely yours,

L. P. Lamm
Deputy Administrator

8/8
cys ASHE's
Bob Hector

RECEIVED
STATE HWY ENGR
AUG 5 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Washington, D.C. 20590

Subject: Oregon Request for Emergency Relief (ER) Funds--1983 High Water--Malheur Lake Basin

Date: AUG 2 1983

From: Chief, Federal-Aid Division
Office of Engineering

Reply to Attn of: HNG-12

To: Mr. M. Eldon Green
-010.1 Regional Federal Highway Administrator
Portland, Oregon

Attached is a copy of the Administrator's finding letter to Governor Atiyeh approving ER assistance to repair eligible damage in Harney County. The high water in Malheur Lake resulting from the natural disaster is of such a protracted duration that restoration of service on inundated Federal-aid highways is considered to be an emergency situation. Your field reporting, especially the projections of high water extending far into the future, was essential in providing the necessary backup for a positive finding.

The situation at the Malheur Lake Basin is out of the ordinary; thus, complicating the ER finding. However, we have concluded that the long term raising of the lake level is an unusual natural occurrence of a magnitude which warrants ER funds for restoration of traffic by road improvements up to elevation 4100. Further permanent correction of the conditions affecting the roads in the lake basin beyond that presently proposed to restore traffic should be considered as a betterment and more properly accomplished using regular Federal-aid system funds. Generally, ER funds are not used to correct long term pre-existing conditions which in this case include low road grade lines and no drainage outlet for the lake, except to the extent necessary to initially restore traffic service.

We concur in your recommendation for ER funding subject to the above.

Please assure that features provided as permanent repairs are limited to those necessary for safe restoration of traffic and are cost-effective considering any future plans for upgrading with other funds.

Our records indicate we have allocated $18,500,000 to you this fiscal year in ER funds. If an additional allocation is necessary to cover this disaster, please advise. As noted previously, credits from the Hood Canal bridge project are not available but are to be applied to the unallocated balance at the Headquarters Office.

L. A. Sta

L. A. Staron

RECEIVED
AUG 9 1983
OREGON DIVISION

#254R

Attachment

[illegible] 8/2/83 [illegible] 100

7710

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Harney County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Harney County Flood Repair Sections

REGION 5

French glen Hwy. SURVEY AUTHORITY #440

AUTHORIZATION NO. 1

PREFIX 113-1908

DATE 8-12-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		5,000	934 GEOLOGY		1,000
903 LOCAL GOVERNMENT			918 LOCATION		4,500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		5,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		3,500
906 BRIDGE DESIGN		4,500	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		400	950 TRAINING		
910 REGION GEOLOGIST		3,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 40,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER ER-330(1)

LOCATION ENGINEER'S REMARKS

This survey authorization was set up to transfer charges made after 3-13-83 under prefix 113-1407. These charges are for P.E. work involved on flood repair Sections on the Frenchglen Highway and various county roads.

1 Vetter ✓
cy Dale
2 Dale
cy Jacnab
3 Stoudenmayer
Terpin
4 Trout
cy Wakerlig
5 Molly

SEP 16 1983
ROAD DESIGN SECTION

cy Lyle
Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Jerry E. Maness	DATE 8-12-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X T Kersey	DATE 8-15-83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E. Pespin	DATE 8/12/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-13-83	

734-1914 (7-82)

HARNEY COUNTY FLOOD REPAIR SECTIONS

FRENCHGLEN HIGHWAY & COUNTY ROADS

HARNEY COUNTY

AUGUST, 1983

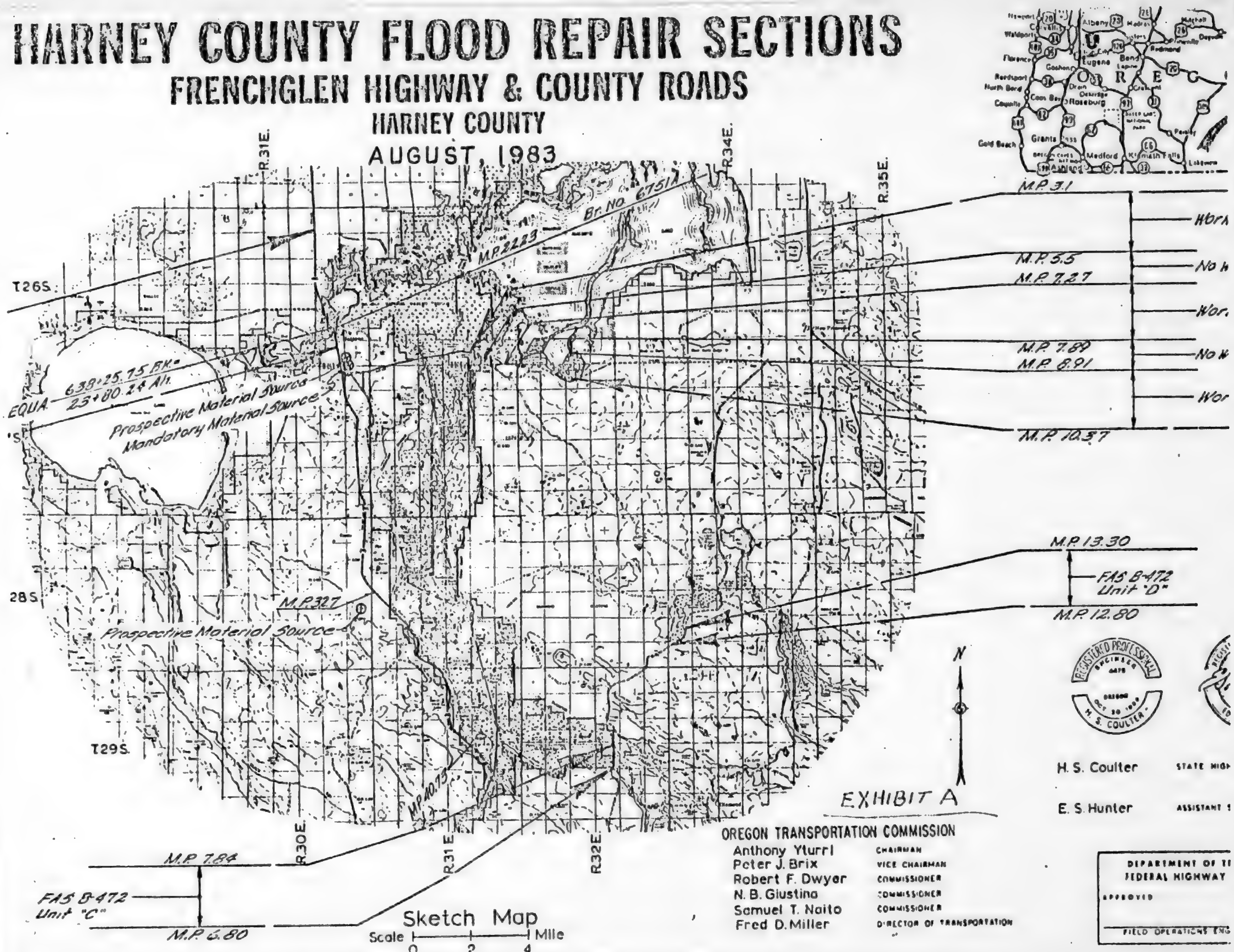

R.31E.
R.34E.
R.35E.
T26S.
28S.
T29S.
R.30E.
R.31E.
R.32E.
M.P. 22.23
Br. No. 6751
EQUA. 638+25.75 Bk.=
23+80.24 Ah.
Prospective Material Source
Mandatory Material Source
M.P. 32.7
Prospective Material Source
M.P. 40.75
M.P. 3.1
Wor
M.P. 5.5
No W
M.P. 7.27
Wor
M.P. 7.89
No W
M.P. 8.91
Wor
M.P. 10.37
M.P. 13.30
FAS B-472
Unit "D"
M.P. 12.80
M.P. 7.84
FAS B-472
Unit "C"
M.P. 6.80
N
Sketch Map
Scale
0
2
4
Mile

EXHIBIT A

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

H. S. Coulter	STATE HIGH
E. S. Hunter	ASSISTANT S

DEPARTMENT OF T
FEDERAL HIGHWAY

APPROVED

FIELD OPERATIONS ENG

9710

GENERAL FILES

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 11, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 2
Project No. ER-330(2)
Harney County Flood Repair Sections
Harney County

Attached support data consists of PR-1 forms and sketch map.

In reference to Mr. L.A. Staron's (Wash. D.C. Office) memorandum (HNG-12) of August 2, I request obligation of $25,000 and authorization that the temporary emergency repairs accomplished on and after March 13 are eligible for reimbursement on an actual cost basis.

JLG:bkb
Attachments

cc: R.D. Hector (Region 5)
General Files

9710

5

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

August 5, 1983

Navigation Division (ND-RF-1)

Subject: 071-OYA-4-005041 (Harney County - Road Repair)

Oregon State Highway Division
ATTN: Frank E. Terpin
200 Transportation Building
Salem, OR 97310

Dear Mr. Terpin:

This is in response to your request to raise sections of the Frenchglen Highway and various County Roads above the flood water near Malheur and Harney Lake.

Based on the information provided, your proposed work is authorized under the "nationwide permit," 33 CFR 330.5(a)(23). An individual permit is not required, provided you follow the Management Practices under 33 CFR 330.6(a)(1-8) and meet conditions under 33 CFR 330.5(b)(1-9) listed on the attached page. Therefore, your application and attached drawings are being returned to you.

If you have any questions concerning this matter contact Roy Loghry, Coordinator, Regulatory Functions Branch, at the above address or call (503) 221-6995.

Sincerely,

G. A. Newgard
Chief, Regulatory Functions Branch

Enclosure

CF: ODSL

REFERRED TO
Keyes
By Location Engineer

RECEIVED
AUG 11 1983
LOCATION
SECTION

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS
STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only	For Agency Use Only
Corps of Engineers # 071-OYA-4-005041	State of Oregon #
Date received	Date received

Section 21,T29S,R33E Section 4&5,T27S,R32E
Section 26,T29S,R32E
2,11,14,23,26&35
32,33,34,35&36

Local Name The Narrows

Township 26S
26S

Range 31E North of Malheur Lake
31E South of Malheur Lake

Estimated Starting Date of Project Summer 1983

Estimated Completion Date of Project Fall 1984

NAME OF APPLICANT Oregon State Highway Division
Address Transportation Building
City, State, Zip Code Salem, OR 97310
Phone: Work Area (503 378-6883 Home Area ( )

AUTHORIZED AGENT Frank E. Terpin, Location Engineer
Address 200 Transportation Building
City, State, Zip Code Salem, OR 97310
Phone: Work Area (503) 378-6883 Home Area ( )

PROJECT SUPERVISOR
Phone: Work Area ( ) Home Area ( )

PROPERTY OWNER IF OTHER THAN APPLICANT
Address
City, State, Zip Code
Phone: Work Area ( ) Home Area ( )

PROJECT ADDRESS The Narrows
City, County, State Zip Code Harney County
Assessor's Records-- Shown on Map # Tax Lot #
Name of Subdivision Lot Block

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department:
Address:
Phone Number:

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval
Division of State Lands	Preliminary	---		

RECEIVED
JUL 22 1983
REGULATORY FUNCTIONS BR.

NPP Form 358
OCT 1980
141-31-04-80

Inclosure 1

Has any agency denied approval for the activity described herein or for any other activity directly related to it?
☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

Work is all within Public Ownership.

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

All fill slopes will be riprap for protection against erosion.

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE ________ cubic yards annually, and 160,000 cubic yards for the total project.

☒ Riprap ☒ Rock ☒ Gravel ☒ Sand ☐ Silt ☐ Clay ☐ Organic

REMOVAL WILL INVOLVE ________ cubic yards annually, and ________ cubic yards for the total project.

☐ Rock ☐ Gravel ☐ Sand ☐ Silt ☐ Clay

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

The proposed project is the replacement of a bridge at The Narrows and raise the grade on the Frenchglen Highway. These are also several section on county roads and bridges that need to be raised. Clean granular material will be used to raise the grade and the embankment slope will be armored with a blanket of quarry rock. The work will probably be done using a shovel, trucks, dozer, grader and other miscellaneous construction equipment.

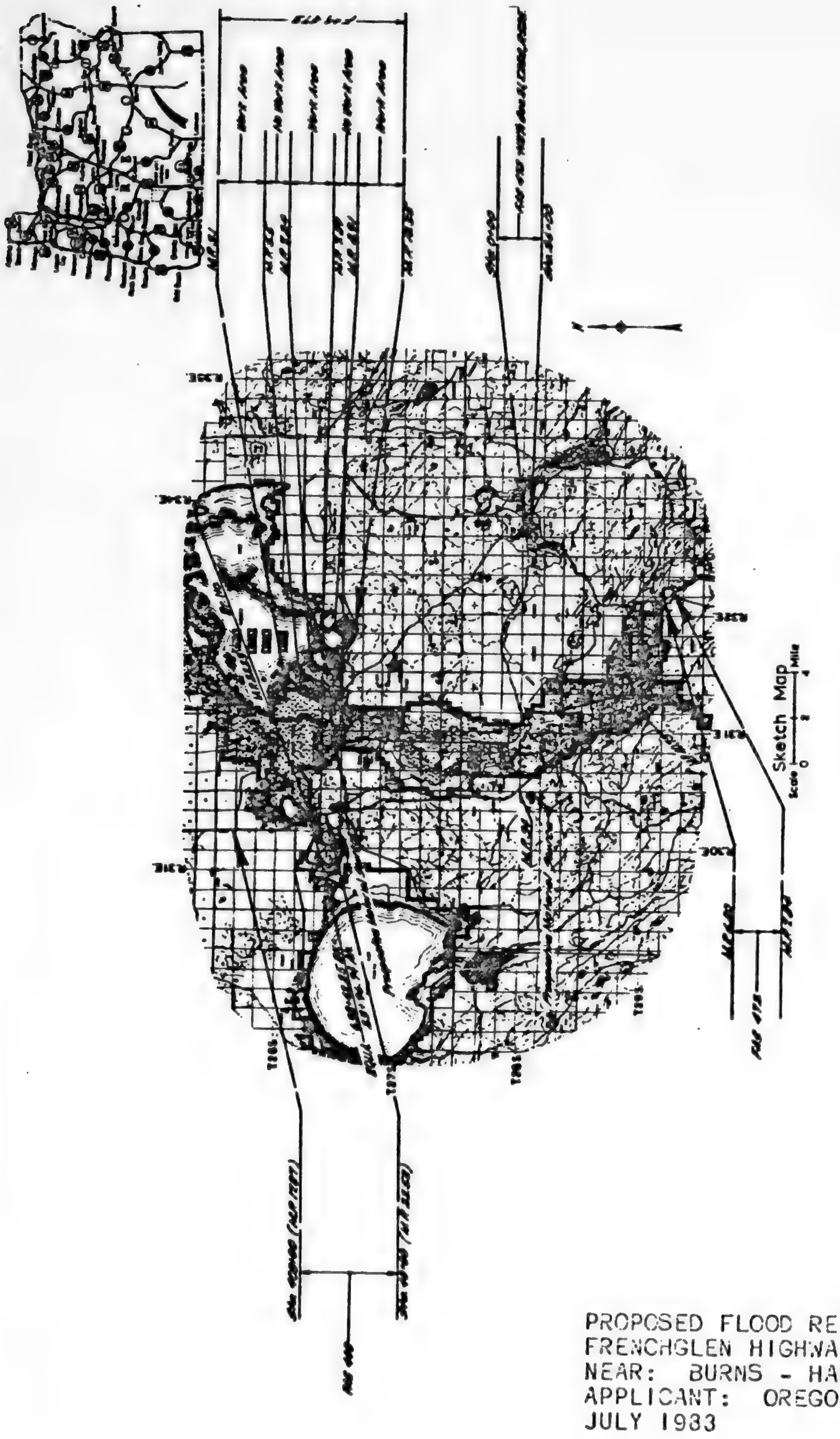
Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

George C. Wills

Signature of Applicant or Authorized Agent

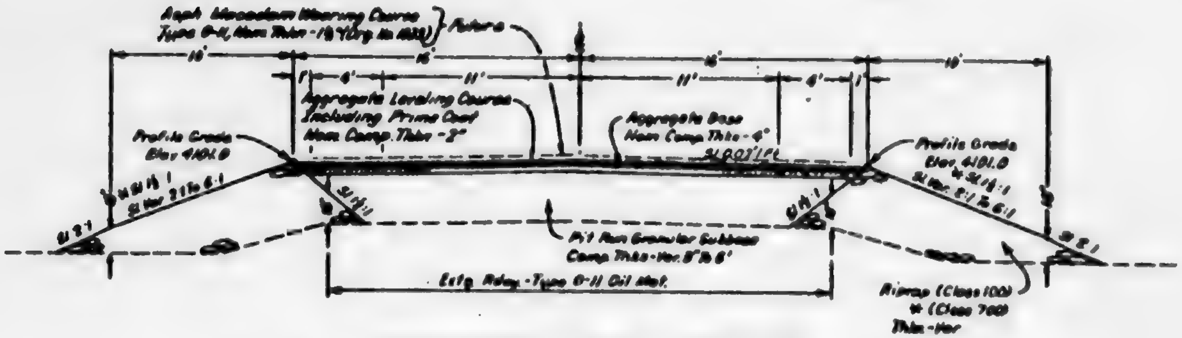
George C. Wills for Frank E. Terpin

18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."


Sketch Map
Scale 0 2 4 Mile

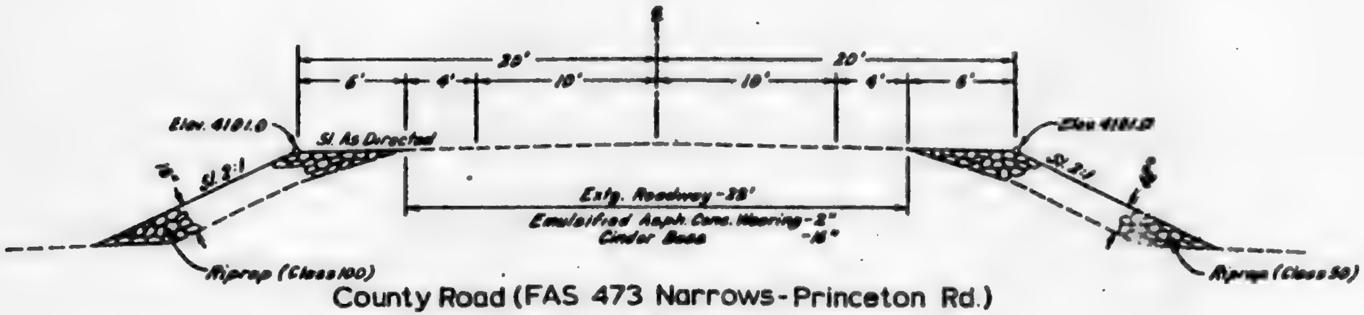
PROPOSED FLOOD REPAIR
FRENCHGLEN HIGHWAY & COUNTY ROADS
NEAR: BURNS - HARNEY COUNTY
APPLICANT: OREGON HIGHWAY DIVISION
JULY 1983 SHEET 1 OF 2

TYPICAL SECTIONS

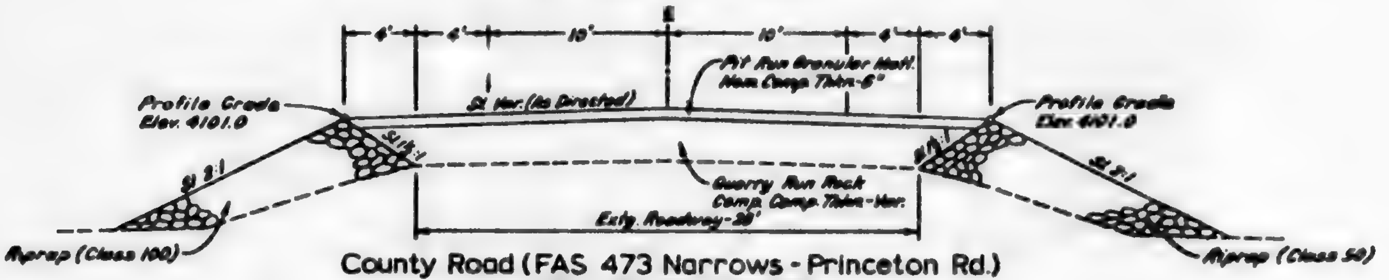

Asph. Macadam Wearing Course Type B-II, Nom. Thkn. - 1½" (Orig. to 1933)
Future
16'
16'
16'
16'
1'
6'
11'
11'
6'
1'
Aggregate Leveling Course Including Prime Coat Nom. Comp. Thkn. - 2"
Aggregate Base Nom. Comp. Thkn. - 4"
Sl. 0.02'/Ft.
Profile Grade Elev. 4101.0
Sl. 1½:1
Sl. Var. 2:1 to 6:1
Sl. 2:1
Sl. 1½:1
Sl. 1½:1
Profile Grade Elev. 4101.0
Sl. 1½:1
Sl. Var. 2:1 to 6:1
Sl. 2:1
Pit Run Granular Subbase Comp. Thkn. - Var. 3" to 6'
Extg. Rdwy. - Type B-II Oil Mat.
Riprap (Class 100)
(Class 700)
Thkn. - Var.

Frenchglen Hwy. FAS 440

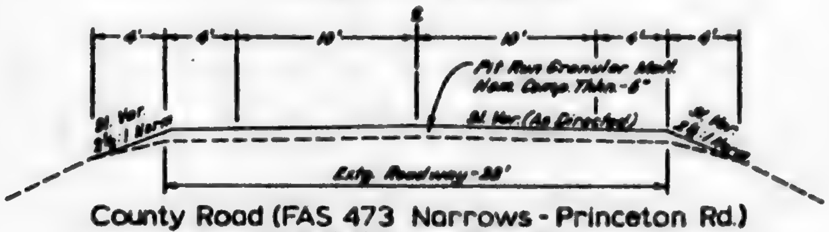
STA. 408+00 (M.P. 17.87)	To	STA. 585+00 (M.P. 21.22)
585+00	To	605+00 (M.P. 21.60) (No Work Area)
605+00	To	633+14 (M.P. 22.13)
*633+14	To	EQUA. 638+42.25 Bk. = 23+96.74 Ah. (M.P. 22.23)
23+96.74	To	24+72.74 (Structure)
* 24+72.74	To	30+00 (M.P. 22.34)
30+00	To	40+00 (M.P. 22.53)


℄
20'
20'
6'
4'
10'
10'
4'
6'
Elev. 4101.0
Sl. As Directed
Sl. 2:1
Elev. 4101.0
Sl. 2:1
Extg. Roadway - 28'
Emulsified Asph. Conc. Wearing - 2"
Cinder Base - 16"
Riprap (Class 100)
Riprap (Class 50)

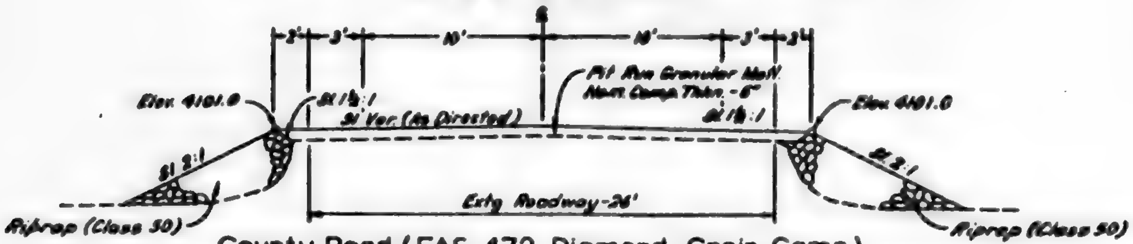
County Road (FAS 473 Narrows - Princeton Rd.)
M.P. 3.1 To M.P. 5.5


℄
4'
4'
10'
10'
4'
4'
Pit Run Granular Mat'l. Nom. Comp. Thkn. - 6"
Sl. Var. (As Directed)
Profile Grade Elev. 4101.0
Profile Grade Elev. 4101.0
Sl. 1½:1
Sl. 1½:1
Sl. 2:1
Sl. 2:1
Quarry Run Rock Comp. Comp. Thkn. - Var.
Extg. Roadway - 28'
Riprap (Class 100)
Riprap (Class 50)

County Road (FAS 473 Narrows - Princeton Rd.)
M.P. 7.27 To M.P. 7.89
M.P. 9.37 T M.P. 10.25


℄
4'
4'
10'
10'
4'
4'
Pit Run Granular Mat'l. Nom. Comp. Thkn. - 6"
Sl. Var. (As Directed)
Sl. Var. 2½:1 Nom.
Sl. Var. 2½:1 Nom.
Extg. Roadway - 28'

County Road (FAS 473 Narrows - Princeton Rd.)
M.P. 8.91 To M.P. 9.37


℄
3'
3'
10'
10'
3'
3'
Pit Run Granular Mat'l. Nom. Comp. Thkn. - 6"
Elev. 4101.0
Sl. 1½:1
Sl. Var. (As Directed)
Sl. 1½:1
Elev. 4101.0
Sl. 2:1
Sl. 2:1
Extg. Roadway - 26'
Riprap (Class 50)
Riprap (Class 50)

County Road (FAS 472 Diamond - Grain Camp.)
M.P. 6.80 To M.P. 7.84
STA. 0+00 To STA. 26+00

PROPOSED FLOOD REPAIR
FRENCHGLEN HIGHWAY & COUNTY ROADS
NEAR: BURNS - HARNEY COUNTY
APPLICANT: OREGON HIGHWAY DIVISION
JULY 1983 SHEET 2 OF 2

r14710

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-330(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Harney

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-3

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/3/83

8. FEDERAL ROUTE NUMBER Secondary 171, B472 & B473

9. STATE ROUTE NUMBER Secondary 440 & County Roads

10. GENERAL LOCATION:
Harney County Flood Repair

11. GENERAL DESCRIPTION OF WORK
Grading, surfacing and structure (Permanent repair)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 8/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reivewed and are approved at a total estimated cost of $1,597,136 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENG
AUG 12 '83
REFER TO Potter
FOR

Orig all Dist

14. DATE 8/3/83

15. SIGNATURE OF APPROVING OFFICIAL D K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9710

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-330(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Harney

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-1

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/13/83

8. FEDERAL ROUTE NUMBER Secondary 171, B472 & B473

9. STATE ROUTE NUMBER Secondary 440 & County Roads

10. GENERAL LOCATION:
Harney County Flood Repair Sections

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $40,000 Federal Funds
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8/1/83.

RECEIVED
STATE HWY ENGR
AUG 12 '83
REFER TO. Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 8/12

14. DATE 8/2/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

7710

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 2, 1983

In Reply Refer to
File No.:
DES 16

NOTED
H.S. COULTER

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

Attn. Glenn K. Hossner

Harney County Flood Repair Sections
Frenchglen Highway and County Roads
Harney County

This ER project proposes to raise sections of the Frenchglen Highway and various County Roads above the flood waters near Malheur Lake and Harney Lake. Clean granular pit run material will be used to raise the grade and the embankment slope will be armored with a blanket of Class 100 riprap for protection against erosion.

The project will provide two "Prospective Material Sources" for the riprap required. The pit run granular material source will be specified as "Mandatory", since all other sources in the area are cinder pits.

We believe that specifying a "Mandatory Material Source" is in the public interest because of the severe shortage of appropriate sources in the area.

This has been discussed by telephone and tentatively approved by Mr. Carter. This project is scheduled for the August 25, 1983 bid letting.

J. H. Versteeg, P.E.
Road Design Engineer

by D.R. Adams

Donald R. Adams, P.E.
Road Design Engineer

bc H. S. Coulter
E. S. Hunter
D. E. Swan
F. E. Terpin
Bob Hector
S. H. Macnab
Dick Leu

RECEIVED
STATE HWY ENGR
AUG 4 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

WEC:ja

9710

Frenchglen Hwy - 440 ✓

RECEIVED
ENVIRONMENTAL SECTION
AUG 4 1983

Referred to ✓ Manager ✓
Proj. Coord. ✓ Res. Coord.
Eng. Coord. ____ Adm. Asst. ✓
Sec. File ✓

March 3, 1849

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Malheur National Wildlife Refuge
P.O. Box 113
Burns, Oregon 97720

August 1, 1983

Mr. Cam Gilmore
Environmental Unit
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Gilmore:

John Preston of your La Grande office recently talked to former Refuge Manager Joe Mazzoni about your plans to raise the Highway 205 grade at the Narrows. He asked that we send you a letter confirming our reaction on those plans as they relate to the State's right-of-way through that portion of the refuge.

In the process of Joe's transfer to Alaska, we inadvertently overlooked that request.

It is our understanding that the highway reconstruction work you plan on 205 at the Narrows, and for some distance north of the Narrows, will be confined to the existing right-of-way. We also understand that the Narrows Bridge will be replaced with a longer bridge that will be constructed four to six feet above the elevation of the present bridge. We are entirely supportive of these plans, and can visualize no adverse impacts.

Sincerely,

Dean J. Knauer

Dean Knauer
Acting Refuge Manager

cc Richard Arnold, FHWA
done 8-8-83
J. H. Versteeg
Bob Hector

✓ Versteeg ✓
Anderson
copy Adams
copy Macnab
Stoudenmayer
Torpin
✓ Trout
Wakerlig

RECEIVED
AUG 10 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To ......
Bring Up ..../..../....
Action ......

N

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

FORM PR-1
(REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

8-1-83

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT *	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
		SR 205 & Co. Rd., 18 mi. S. of Burns, S		1) 250 2) 40-90 3) 40-90	----	----	10	Oregon	41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
	Perm. Emergency Repair						83-2		ER-	330	(3)

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Emergency Relief	Harney	025

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
----	S	Various *	440 & Co.	----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 100%	STATE FUNDS	OTHER FUNDS	CH PR (P
5					**PE**								
5					**ROW**								
5					**CONST** (CODE) H000 E000 X080		"Harney County Flood Repair Sections"	14.48	1,600,000	1,600,000			ROW-60 Access Parking none.

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
		JLG		14.48	1,600,000	1,600,000

PROGRAM APPROVAL DATES

1131407

*See route tabulation on back.

REMARKS

Additional Data: Item No. ER-1; Projec
No. ER-330(1).

-over

8-1-83

9710

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

8-1-83

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces): SR 205 & Co. Rd., 18 mi. S. of Burns, S

ADT*
PRESENT: 1) 250 2) 40-90 3) 40-90
FUTURE: ----
YEAR: ----

REGION: 10
STATE NAME: Oregon
STATE CODE: 41
APPN CODE: 098
ITEM NO.: 3

OSED WORK (35 typewriter: gency Repair
NATL. FOREST:
FH ROUTE NO.:
SUPV AGCY:
DA CLASSIF.:
DA AREA:
EMERG. YR.: 83-2
PL. AUTH YR:

PROJECT NUMBER
PREFIX LETTER(S): ER-
NUMBER: 330
SEQ. NO.: (3)
I. Projects Only
POST MI.:
DESIG.:

UNDS: Emergency Relief

COUNTY NAME: Harney
CODE: 025

ROUTE NO.: S
FEDERAL-AID: Various *
STATE: 440 & Co.
U.S.: ----

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 100%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) H000 E000 X080		"Harney County Flood Repair Sections"	14.48	1,600,000	1,600,000			ROW-60' min.; Access Control-none; Parking Restrictions-none.
BY: JLG		PROJECT TOTALS	14.48	1,600,000	1,600,000			

APPROVAL DATES

*See route tabulation on back.

REMARKS
Additional Data: Item No. ER-1; Project No. ER-330(1).

-over

USCOMM DUSCOMM-DC 48903-P61

Remarks: continued

Restoration is result of significant and catastrophic loss of transportation service occurring as a result of flooding, highway inundation, roadbed saturation, and pavement loss on the Frenchglen Highway (FAS 171) and various county roads.

Project Data: The work, on the routes tabulated below, consists of 1) raising the road grade above predicted future high water level; 2) resurfacing the road; 3) placing riprap along road slopes; 4) replacing the existing timber structure at the Narrows with a prestressed concrete slab span (Br. No. 6751A) 93 feet long with a horizontal clearance of 32 feet; 5) adjust utilities as required; 6) incidentals common to this type of reconstruction.

Routes: (With additional remarks.)

FAS 171 (Frenchglen Hwy. #440) --- Resurfacing consists of *E000 first stage with *H000 on second stage. Work limits presently between MP 17.87 and MP 22.53.

FAS B472 (Diamond-Grain Camp Co. Rd.) --- Resurfacing *E000 and riprap slope protection between present limits MP 6.80 to MP 7.84 and MP 12.80 to MP 13.30.

FAS B473 (Narrows-Princeton Rd.) --- Riprap slope protection between 1) MP 3.1 to MP 5.5; 2) MP 7.27 to MP 7.89; 3) MP 9.37 to MP 10.25 and resurfacing E000 on sections 2) and 3).

Data for FHWA-37:

*H000 (Bituminous Penetration) ------ future ($400,000)
*E000 (Gravel Surf.) ---------------- $1,433,000
X080 (Structure)-------------------- $167,000

Note: Project is in Congressional District No. 2.

Unusual Circumstances: Justification to designate one material source as mandatory requested by Technical Services Branch.

7710

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 1, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data and Submission
Project No. ER-330(1)
Harney County Flood Repair Sections
Harney County

Attached support data consists of PR-1 form with project map and a copy of the Authority for Survey.

I request authorization as of March 13 to proceed with all phases of preliminary engineering, including utility preparatory work and archeological salvage, at an estimated total cost of $40,000 and obligation of $40,000 in Federal funds.

JLG:pf
Attachments

cc: R. D. Hector, Region 5
General Files

Form 734-3122

9710

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 22, 1983

In Reply Refer to
File No.:
PRO

The Honorable Dale White
Judge, Harney County
Courthouse
Burns, OR 97720

Dear Judge White:

Enclosed is a July 5 memorandum from the Federal Highway Administration acknowledging receipt of our letter of intent to request emergency relief funds for repair of damage to Federal-Aid Highway systems in Harney County, Oregon.

While the letter suggested proceeding with the performance of emergency operations, you should note that the eligibility of such work for emergency repair funds will be contingent upon a favorable finding by the Federal Highway Administrator on the eligibility of the disaster and subsequent approval of the work by the Federal Highway Administration.

If the eligibility of the work for ER funds is approved, it will be important that the County and the State have kept clear records on the expenditure of funds for the purposes of emergency work on the Federal-Aid system.

This is to inform you of current events. We will keep you posted as things develop in this matter.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

GAP:pf
Attachment

bcc: H. S. Coulter
E. S. Hunter
R. N. Bothman
W. E. Schwartz
R. D. Hector

RECEIVED
STATE HWY ENGR
JUL 22 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

EDH

Form 734-3122

MA1 26

U.S. Department of Transportation
Federal Highway Administration

Memorandum

NOTED
H. S. COULTER

THE OREGON DIVISION - SALEM

RECEIVED
STATE HWY ENGR
JUL 7 '83
REFER TO Severts
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Subject: Request for Emergency Relief Funds
(Your letter, June 23, 1983)

Date: July 5, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR/409

Also advise County. —

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

This is to acknowledge receipt of your letter of intent, dated June 23, 1983, to request Emergency Relief Funds, authorized under Sections 120 and 125 of Title 23, U.S. Code, for the repair of damage to Federal-aid highway systems, such damage resulting from flooding and highway inundation caused by raising waters of Malheur Lake, Harney Lake, Mud Lake and associated bodies of water which occurred after March 13, 1983, on Oregon 205 (FAS 171), Frenchglen Highway, and various county roads in Harney County, Oregon.

You should proceed with performance of the emergency operations, including emergency repairs necessary on the Federal-aid highway systems to restore essential travel, to protect the remaining facilities, to reduce the extent of damage; to begin preliminary engineering consisting of surveys, design, and preparation of construction plans; to perform that permanent restoration work which is required as an associated part of the emergency operations; and to use State forces and/or negotiated equipment rental contracts as necessary to perform the work.

The eligibility of such work for ER funds will be contingent upon a favorable finding by the Federal Highway Administrator on the eligibility of the disaster and subsequent approval of the work by FHWA.

The basis for the Administrator's decision will be a field report with estimates of cost to repair and reconstruct the damaged Federal-aid routes and evidence of the widespread extent and intensity of the disaster which my staff is now preparing in conjunction with your staff.

If the Administrator concurs in the disaster, all emergency work must be included in an emergency program, and the program when submitted for approval shall include a detailed outline of the necessary emergency operations performed and a description of the permanent restoration work proposed. Permanent restoration work other than that performed as an associated part of the emergency operations shall not be perfomed prior to program approval and authorization by this office.

Robert B. Hathaway
for
Dale E. Wilken

7/15

cy- Hunter

Bothman - I really believe you should be corresponding w/Co. since any initial assistance will come thru your Section

Hectr - I understand that your emergency repair costs are all documented & identifiable through the MMS. Is this correct?

9112.

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 20, 1983

In Reply Refer to
File No.:
MAI 26

Gerald A. Newgard, Chief
Regulatory Functions Branch
Portland, District, Corps of Engineers
P.O. Box 2946
Portland, OR 97208

NOTED
E. S. HUNTER

Application for Department of the Army Permit
Flood Repair on Frenchglen Highway & County Roads
Harney County, Oregon

We are requesting "Emergency Authorization" to proceed with a proposed project to raise sections of the Frenchglen Highway and various County Roads above the flood waters near Malheur Lake and Harney Lake. Enclosed with the application for a permit and drawings of the proposed work is the "Request for Emergency Funds" which was sent to the Federal Highway Administration. The request describes the area and the problems, and outlines our proposed solution. A copy of a declaration of emergency by the Governor of the State of Oregon is also enclosed for your information.

We anticipate opening bids for the project on August 25. To meet this schedule, we have to advertise at least a month before bid opening, and we must have all permits before advertising. Time is very important and we would appreciate anything that you can do to help use meet our schedule.

Frank E. Terpin, P.E., P.L.S.
Location Engineer

By

George C. Wills

George C. Wills, P.E., P.L.S.
Location Field Engineer

Enclosures

GCW:DEK:ge

bc E. S. Hunter w/att
D. L. Trout "
D. E. Keyes "

RECEIVED
TECHNICAL SERVICES
JUL 21 '83
REFER TO

FOR

Info	Imm	R/D	D/R	Sign	Act	File

JOINT APPLICATION FOR PERMIT

U.S. ARMY CORPS OF ENGINEERS
STATE OF OREGON, DIVISION OF STATE LANDS

WHEREAS Department of the Army permits for proposed work in or affecting navigable waters of the United States, the discharge of dredged or fill material into those waters, and the transport of dredged material for the purpose of dumping it into ocean waters are authorized by Section 10 of the River and Harbor Act of 1899, Section 404 of the Clean Water Act of 1977, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972, respectively, ---AND---permits for that part of those project activities which includes the removal or fill in the waterways of Oregon of rock, gravel, silt, and clay are authorized by the State of Oregon under O.R.S. 541.605 to 541.695---THIS APPLICATION WILL MEET THE REQUIREMENTS OF BOTH AGENCIES.

For Agency Use Only
Corps of Engineers # ____
Date received ____

For Agency Use Only
State of Oregon # ____
Date received ____

Section 21,T29S,R33E Section 4&5,T27S,R32E
Section 26,T29S,R32E
2,11,14,23,26&35
32,33,34,35&36

Local Name The Narrows
Township 26S
26S
Range 31E North of Malheur Lake
31E South of Malheur Lake

Estimated Starting Date of Project Summer 1983
Estimated Completion Date of Project Fall 1984

NAME OF APPLICANT Oregon State Highway Division
Address Transportation Building
City, State, Zip Code Salem, OR 97310
Phone: Work Area (503 378-6883 Home Area ( )

AUTHORIZED AGENT Frank E. Terpin, Location Engineer
Address 200 Transportation Building
City, State, Zip Code Salem, OR 97310
Phone: Work Area (503) 378-6883 Home Area ( )

PROJECT SUPERVISOR ____
Phone: Work Area ( ) Home Area ( )

PROPERTY OWNER IF OTHER THAN APPLICANT ____
Address ____
City, State, Zip Code ____
Phone: Work Area ( ) Home Area ( )

PROJECT ADDRESS The Narrows
City, County, State Zip Code Harney County
Assessor's Records--Shown on Map # ____ Tax Lot # ____
Name of Subdivision ____ Lot ____ Block ____

In order to expedite the processing of this application, the following city and/or county department, which has local jurisdiction over the proposed project, has been contacted:

Name of Department: ____
Address: ____
Phone Number: ____

APPROVALS OR CERTIFICATIONS applied for or already obtained from other agencies (Federal, interstate, state, county, city, area) for any of the proposed projects described in this application:

Issuing Agency	Type of Approval	Identification #	Date of Application	Date of Approval
Division of State Lands	Preliminary	---	---	---

NPP Form 358
OCT 1980
141-31-04-80 Inclosure 1

Has any agency denied approval for the activity described herein or for any other activity directly related to it?

☐ Yes ☒ No If yes, please explain in Remarks.

ADJOINING PROPERTY ON THE WATERWAY: Give names, addresses, and phone numbers of owners and/or occupants.

Work is all within Public Ownership.

PLEASE EXPLAIN IN DETAIL your plans to restore the area to its natural condition.

All fill slopes will be riprap for protection against erosion.

INFORMATION FOR FILL OR REMOVAL:

FILL WILL INVOLVE ________ cubic yards annually, and 160,000 cubic yards for the total project.

☒ Riprap ☒ Rock ☒ Gravel ☒ Sand ☐ Silt ☐ Clay ☐ Organic

REMOVAL WILL INVOLVE ________ cubic yards annually, and ________ cubic yards for the total project.

☐ Rock ☐ Gravel ☐ Sand ☐ Silt ☐ Clay

DESCRIBE IN DETAIL THE PROPOSED ACTIVITY---its primary purpose and secondary purpose, if any,---intended use (private, public, commercial)---type of structures and use---type of vessels using facility---facilities for handling wastes---type of conveyance and manner of extraction of any fill or removal---the quantity and composition of, and the source and disposal sites for any fill or removal. (If additional space is needed, use plain sheet of paper.)

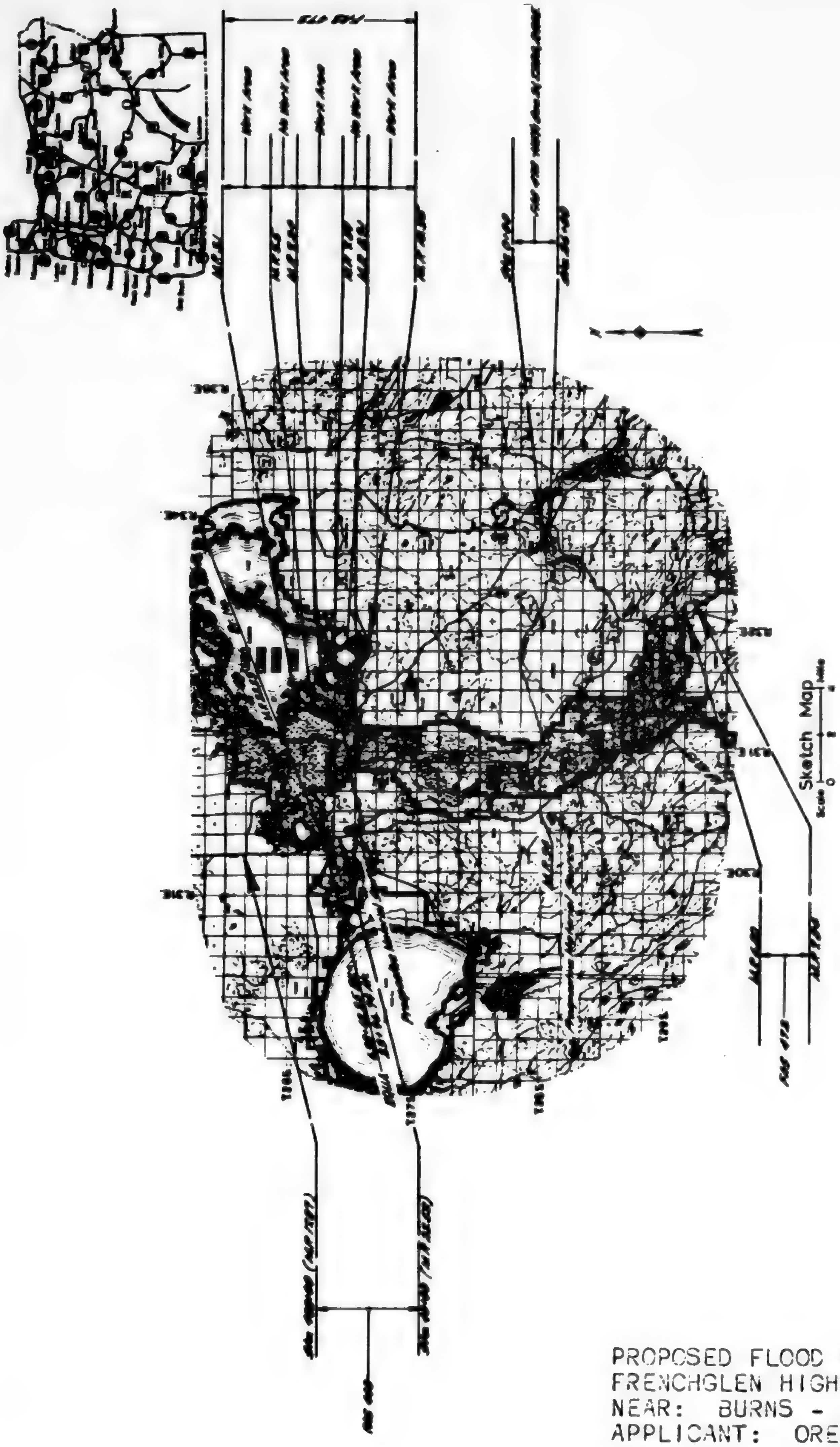
The proposed project is the replacement of a bridge at The Narrows and raise the grade on the Frenchglen Highway. These are also several section on county roads and bridges that need to be raised. Clean granular material will be used to raise the grade and the embankment slope will be armored with a blanket of quarry rock. The work will probably be done using a shovel, trucks, dozer, grader and other miscellaneous construction equipment.

Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

George C. Wills

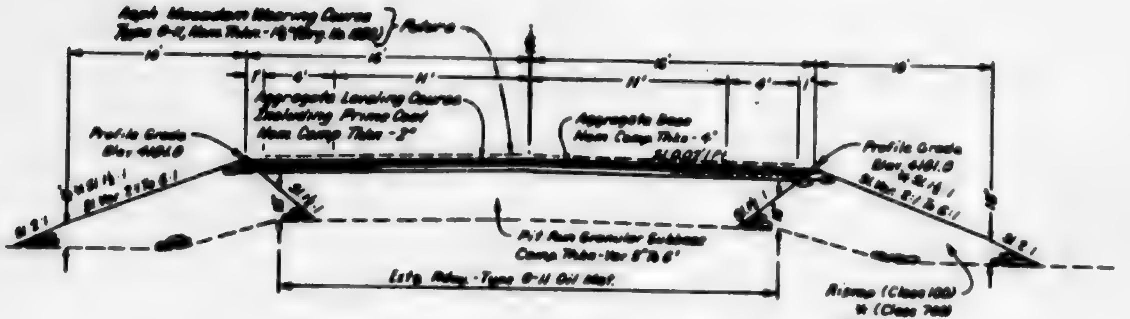
Signature of Applicant or Authorized Agent

18 USC 1001 provides in part: "Whoever, in any manner within the jurisdiction of any department . . . of the United States knowingly and willfully falsifies . . . a material fact or makes any false . . . statement or . . . uses any false . . . document . . . shall be fined not more than $10,000 or imprisoned not more than five years, or both."


Sketch Map
Scale
Miles

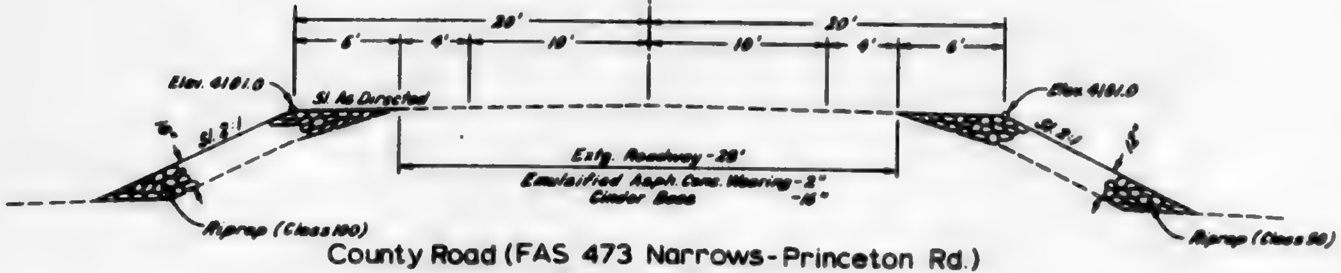
PROPOSED FLOOD REPAIR
FRENCHGLEN HIGHWAY & COUNTY ROADS
NEAR: BURNS - HARNEY COUNTY
APPLICANT: OREGON HIGHWAY DIVISION
JULY 1933 SHEET 1 OF 2

YPICAL SECTIONS

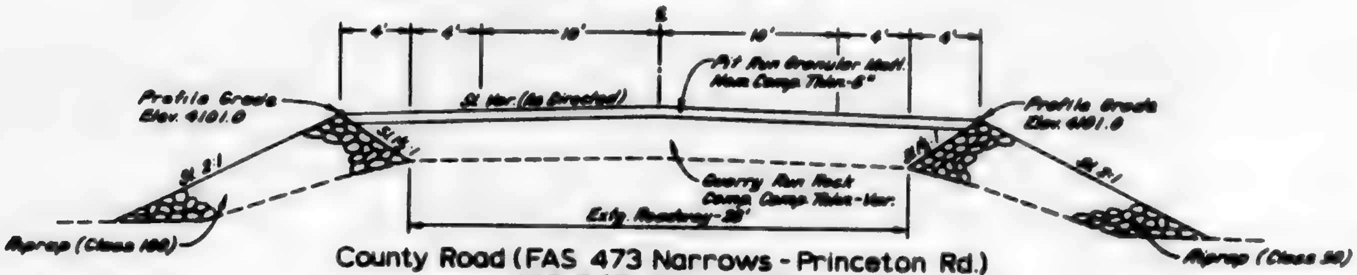

Asph. Macadam Wearing Course Type C-II, Nom. Thkn.-1½" (Vary. to 2½") Future
10'
16'
16'
10'
1'
4'
11'
11'
4'
1'
Aggregate Leveling Course Including Prime Coat Nom. Comp. Thkn. - 2"
Aggregate Base Nom. Comp. Thkn. - 4"
Profile Grade Elev. 4101.0
Profile Grade Elev. 4101.0
Sl. 2:1
Pit Run Granular Subbase Comp. Thkn.-Var. 5" To 6"
Extg. Rdwy.-Type C-II Oil Mat.
Riprap (Class 100) & (Class 700) Thkn.-Var.

Frenchglen Hwy. FAS 440

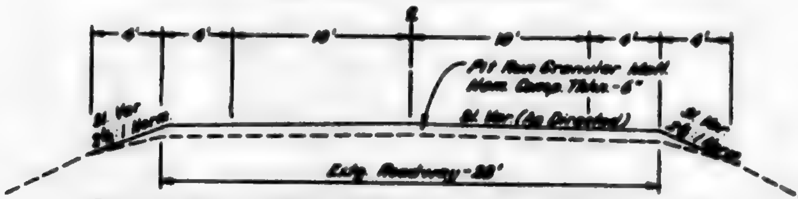
STA.408 + 00 (M.P. 17.87) To STA. 585 + 00 (M.P. 21.22)
585 + 00 To 605 + 00 (M.P. 21.60)(No Work Area)
605 + 00 To 633 + 14 (M.P. 22.13)
*633 + 14 To [EQUA. 638+42.25 Bk. 23+96.74 Ah.] (M.P. 22.23)
23 + 96.74 To 24 + 72.74 (Structure)
* 24 + 72.74 To 30+00 (M.P. 22.34)
30+00 To 40+00 (M.P. 22.53)


℄
20'
20'
6'
4'
10'
10'
4'
6'
Elev. 4101.0
Sl. As Directed
Sl. 2:1
Elev. 4101.0
Sl. 2:1
Extg. Roadway - 28'
Emulsified Asph. Conc. Wearing - 2"
Cinder Base - 16"
Riprap (Class 100)
Riprap (Class 50)

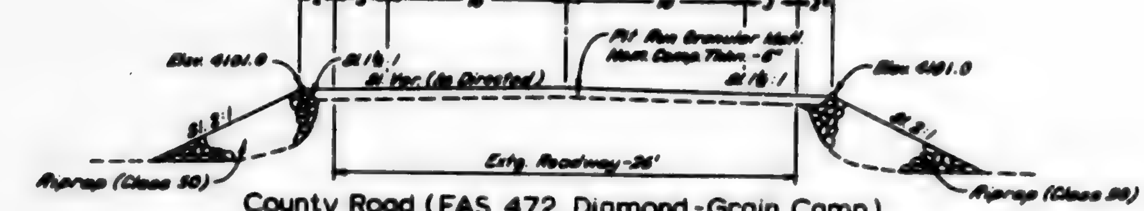
County Road (FAS 473 Narrows-Princeton Rd.)
M.P. 3.1 To M.P. 5.5


℄
4'
4'
10'
10'
4'
4'
Pit Run Granular Mat'l. Nom. Comp. Thkn.-6"
Sl. Var. (As Directed)
Profile Grade Elev. 4101.0
Profile Grade Elev. 4101.0
Sl. 2:1
Sl. 2:1
Quarry Run Rock Comp. Comp. Thkn.-Var.
Extg. Roadway - 28'
Riprap (Class 100)
Riprap (Class 50)

County Road (FAS 473 Narrows-Princeton Rd.)
M.P. 7.27 To M.P. 7.89
M.P. 9.37 T M.P. 10.25


℄
4'
4'
10'
10'
4'
4'
Pit Run Granular Mat'l. Nom. Comp. Thkn.-6"
Sl. Var. (As Directed)
Extg. Roadway - 28'

County Road (FAS 473 Narrows-Princeton Rd.)
M.P. 8.91 To M.P. 9.37


℄
3'
3'
10'
10'
3'
3'
Pit Run Granular Mat'l. Nom. Comp. Thkn.-6"
Elev. 4101.0
Elev. 4101.0
Sl. Var. (As Directed)
Sl. 2:1
Sl. 2:1
Extg. Roadway - 26'
Riprap (Class 50)
Riprap (Class 50)

County Road (FAS 472 Diamond-Grain Camp.)
M.P. 6.80 To M.P. 7.84
STA. 0+00 To STA. 26+00

PROPOSED FLOOD REPAIR
FRENCHGLEN HIGHWAY & COUNTY ROADS
NEAR: BURNS - HARNEY COUNTY
APPLICANT: OREGON HIGHWAY DIVISION
JULY 1983 SHEET 2 OF 2

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 15, 1983

In Reply Refer to
File No
6751A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: The Narrows Bridge
Narrows Bridge Section
Frenchglen Highway
Harney County
BR 6751A

Enclosed are two reduced prints of Drawing 38650 and Sheet 2 which are the plan and elevation and grading sheet for this structure. Also enclosed are two copies of the hydraulic report. Foundation information is being assembled. Because of the emergency nature of this project, we will proceed on the assumption of pile foundations and make any adjustments necessary when the information is available.

The proposed structure is to be built on the existing alignment with a 32-foot roadway width. The three-span prestressed slab structure on steel pile bents with steel caps will be a least cost, rapidly built facility designed to accommodate the rising water level in the adjacent Malheur and Harney Lakes. The present road is closed due to high water and the grade needs to be raised, and the structure constructed in order to provide for traffic.

The estimated cost for this structure including removal of existing bridge and allowance for engineering and contingencies is $204,000.

We request your approval of this proposal. This structure and raising of the grade was submitted for approval for Emergency Relief funding.

JEB:jrb
Enclosures
cc: E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1
R. D. Hector /w/ 2
Cam Gilmour /w/ 1

RECEIVED
TECHNICAL SERVICES
JUL 15 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Form 734-3122

9710

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7-13-83:

from Malheur Wildlife Refuge

	Malheur Lake @ Cole Island	Harney Lake
6-15	4098.80	—
6-23	4098.80	—
7-5	—	4098.26
7-8	4098.80	—
7-13	4098.78	—

lake is expected to drop 1-2' by Oct. 1

RECEIVED
STATE HWY ENGR
JUL 13 '83
REFER TO
Schwartz
FOR
Info ✓ Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

Job No. ....
Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Malheur + Harney Lakes

Made by DWB 6-7 1983 Checked by .... 19....... Backchecked by .... 19.......

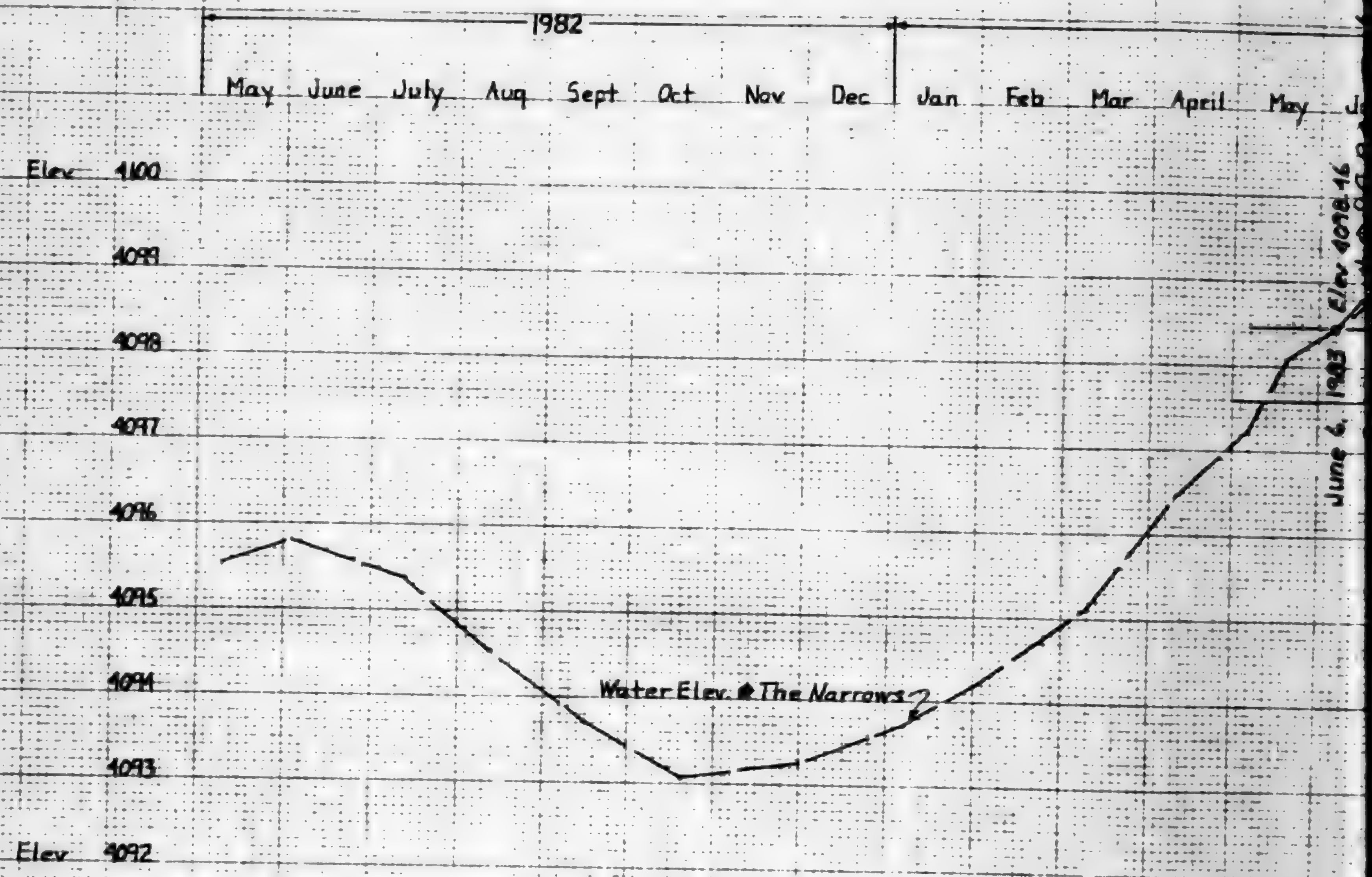
Date	Lake Elevations		
	Malheur Lake @ Cole Island Gage	The Narrows	Harney Lake
5-9-82	—	4095.53 (650 cfs)	—
5-11-82	—	—	4087.50
6-3-82	—	4095.80	—
6-23-82	—	—	4089.50
7-12-82	—	4095.35	—
7-27-82	—	—	4089.90
8-11-82	4096.20	4094.51	4089.95
9-15-82	—	4093.70	4089.95
9-30-82	—	—	4090.00
10-19-82	4093.58	4093.06	4090.40
11-15-82	4093.55	—	—
11-29-82	—	4093.26	4090.70
12-9-82	—	—	4091.00
1-6-83	—	4093.71	4091.29
1-7-83	4095.16	—	—
2-2-83		4094.24	4091.89
2-14-83	4095.24	—	—
3-7-83	4095.38	—	—
3-9-83	—	4095.11	4092.81
4-7-83	4096.78	4096.36	—
4-11-83	—	—	4095.34
5-5-83	4097.34	4097.22	4096.44
5-13-83	4098.06	—	4096.74
5-19-83	4098.26	4098.09	—
5-31-83	—	4098.31	4097.34
6-3-83	4098.66	—	—
6-6-83	—	4098.46	4097.84
6-17-83	—	—	4098.20
6-23-83	4098.80	—	—

~~Malheur Lake is expected to crest between el. 4099.0 + 4099$^{\underline{5}}$~~

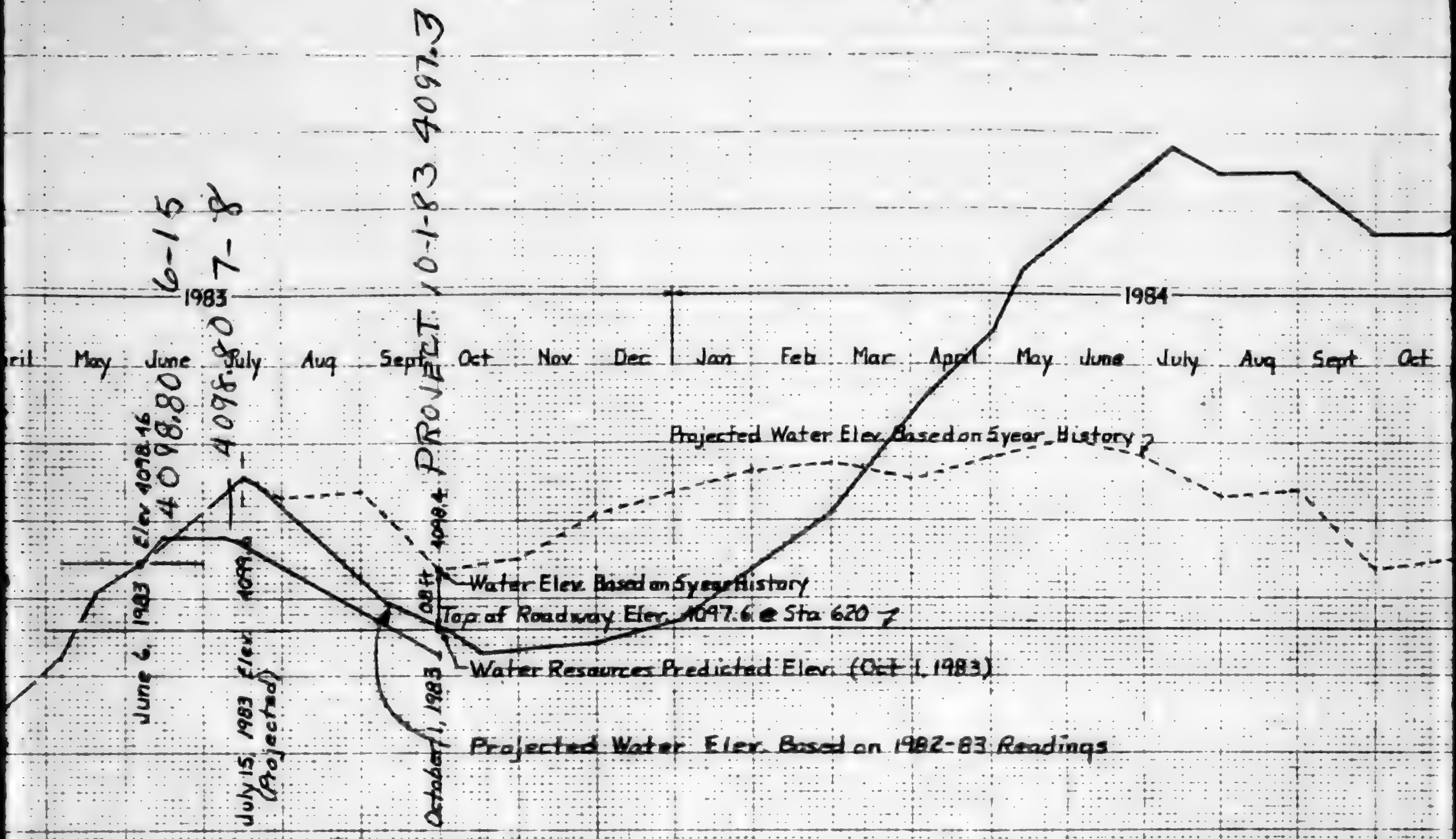
Hwy. el. @ Narrows = 4097.7

125-1387

MALHEUR LAKE
HARNEY COUNTY



SOURCE
Oregon State Water Resource Department
And
USGS Publication
"Water Resources Data for Oregon"



7-13-83 WATER ELEV 4098.78

JULY 13, 1983 UPDATE

Note: Approx. 1.5 Miles of Roadway Under Water 6-8-83
5 Miles of Roadway Requires Slope Protection

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MALHEU
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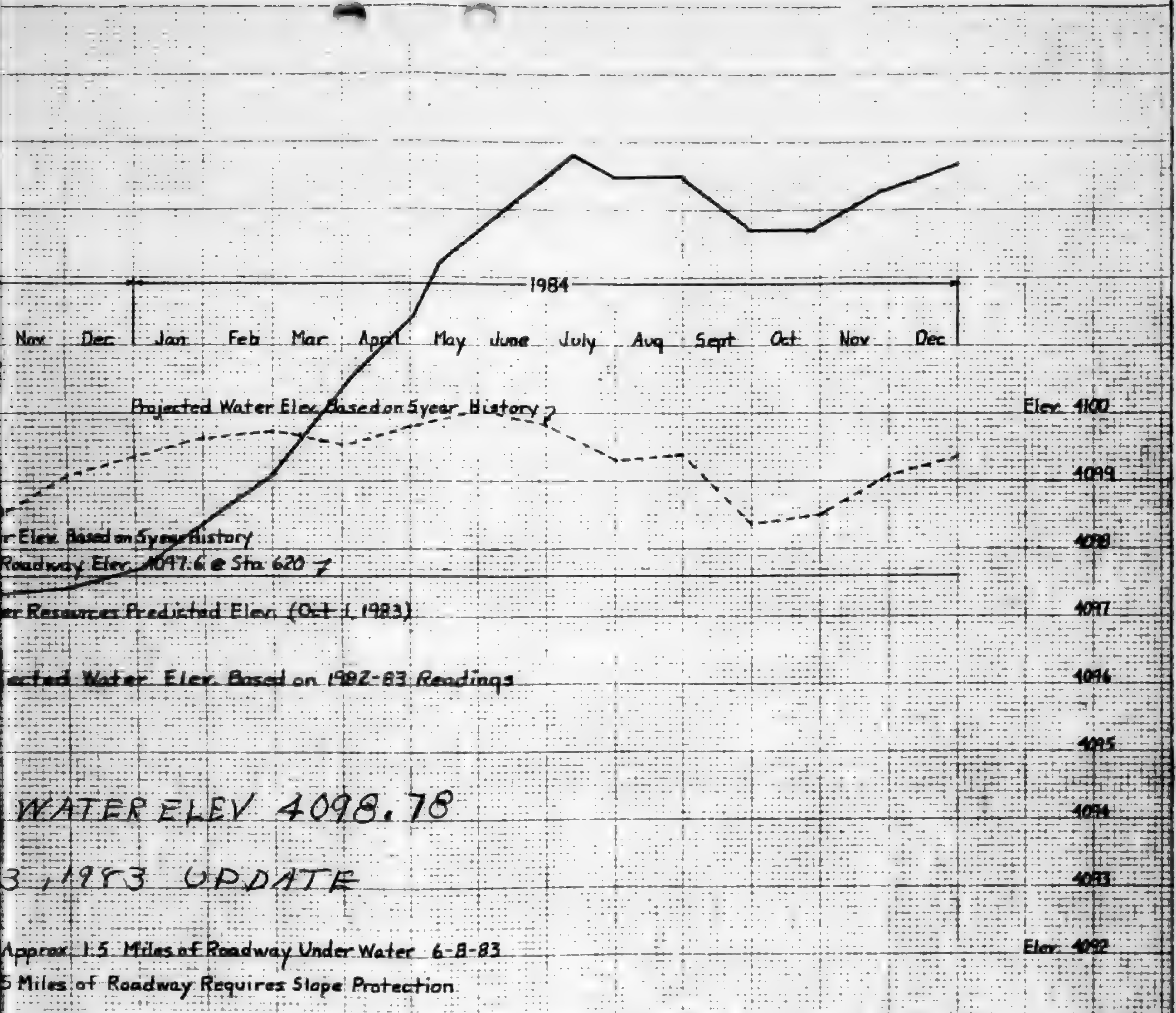

OREGON STATE HIGHWAY DIVISION

MALHEUR LAKE SECTION

FRENCH GlEN HWY.

HARNEY COUNTY

June 9, 1983

U.S. Department of Transportation
Federal Highway Administration

Memorandum

3

THE OREGON DIVISION - SALEM

Subject: Emergency Relief Field Report
1983 High Water - Malheur Lake Basin
Frenchglen Highway (FAS 171) &
Various FAS-C Harney County Roads

Date: July 7, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR/409.1

To: Mr. M. Eldon Green, Regional Administrator
Attn: Mr. Gary Kazsa, Director, Office of SH&G HST-010.1
Portland, Oregon

NOTED
E. S. HUNTER

DISASTER

Beginning this spring and continuing to date the waters in the Malheur Lake Basin have continued to rise far beyond elevations which are normally associated with this area. The present water elevation of 4098.46 (June 6, 1983) is the highest water elevation since formal records have been kept beginning in 1938. The previous high water elevation recorded occurred in 1952 and was 4095.4. Local newspaper accounts based on interviews with long time local residents indicate that the present high water is higher than anyone can remember.

The unusually heavy snowpack in the Steens Mountains (a major contributor to the basin) and the general wet weather this area has experienced are the contributing factors leading to the extreme high water which is now being experienced. Malheur Lake basin water area has grown in size from an average yearly maximum size (1955 - 1982 records) of 44,700 acres to over 100,000 acres at present.

The rising water in the Malheur Lake basin has inundated two sections of the Frenchglen Highway (FAS 171) and various County roads, two of which are on the Federal-aid system (FAS-B473 and FAS-B472). The areas inundated along the Frenchglen Highway were constructed in 1960 and 1961 and have never been previously flooded or damaged by high water.

The high water threatens the roadbed by saturation, shoulder damage and wind driven wave erosion. The Frenchglen Highway is now closed to prevent passage because of unsafe conditions.

AFFECTED AREA

The area directly affected by the rising water is the Malheur Lake basin consisting of Malheur, Mud, and Harney Lakes and associated waters. The federal-aid transportation facilities which have been

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significantly affected are FAS 171 Frenchglen Highway, FAS-B473 the Narrows - New Princeton Road, and FAS-B472 Graincamp - Princeton Road. All facilities are located south of the City of Burns, Harney County, Oregon.

Other routes where damage to roads has occurred in Harney County have been included in the State's request for assistance. These routes are not considered further in this report as they are outside the scope of the Malheur Lake basin disaster and as such would not be eligible for emergency relief funding.

TRAFFIC

The average daily traffic on the Frenchglen Highway in the vicinity of the flooded areas is approximately 250. Mr. Dale Hiatt, OSHD, District Maintenance Supervisor, indicates that traffic at least doubles during the late spring and early summer when bird migration and hatching activities at the Malheur National Refuge are at their peaks. An increase in traffic is also noted during the fall hunting season. No formal peak traffic counts have been taken. Traffic on both county federal-aid routes (B472 and B473) varies from 40 ADT to 90 ADT. Seasonal higher traffic counts occur on these routes also.

PROBLEMS CAUSED BY THE DISASTER

The Frenchglen Highway is the only hard surfaced, north-south, highway on the west side of the Steens Mountains and is vital to the security, well being and health of the citizens living in this area. The road is also the primary access for the 183,000 acre Malheur National Refuge and refuge headquarters. In addition much of the area served by this highway is federally owned public land administered by the Bureau of Land Management (BLM). This route serves as the primary access for managment of these federally owned lands.

The present detour around the closed portion of the Frenchglen Highway involves using FAS-B473, the Narrows - New Princeton Road, a gravel surfaced road, which is also threatened by closure due to the rising water. The County has already raised several sections along this route in order to keep the road open. This detour for a trip to the wildlife refuge headquarters adds a one-way distance of approximately 22 miles. A trip destination south of the flooded area via the detour adds a one-way distance of approximately 33 miles to the traveler. The sections of the roadway where the county has raised the grade are limited to one-way traffic due to saturation and instability of the outer fill material.

RESTORING HIGHWAY TRAVEL

The two sections of the Frenchglen Highway (FAS 171) presently flooded are located 1) in the vicinity of M.P. 19 and extending approximately 1.5 miles, and 2) between mile posts 21.7 and 22.4. The latter section is known locally as the Narrows as the water from Malheur Lake drains westward into Mud Lake and Harney Lake through this relatively narrow passage. Rock has been placed on the existing timber bridge at the Narrows to keep it from floating away.

At the present time best estimates indicate that the lake will probably not rise over elevation 4099.6 (July 15, 1983 predication date). The highway elevation at the Narrows is 4097.6. The lake level will recede only as fast as the water evaporates as the lake has no outfall. The evaporation rate is very dependent on weather conditions. The Oregon State Water Resources Board has indicated that a normal evaporation year would take 48 inches of water depth from the lake. However, because of the cool and cloudy weather experienced to date, only 24 inches of evaporation is predicted to occur during this evaporation cycle. Because of the above conditions and the unpredictable long term weather conditions it is not known when the highway could be returned to service by waiting for the water to recede.

The expedient solution, given the present conditions, to return the Frenchglen Highway to service in a reasonable time is to raise the roadbed and resurface the road through the flooded areas.

Permanent repairs would include raising the road grade above predicted future high water and resurfacing the road. This would also include replacing the existing timber structure at the Narrows. Also included would be protecting the fill slope from water erosion with riprap. Some time would be provided between placing a temporary surfacing on the raised Frenchglen Highway (FAS 171) and before placing the final wearing surface. This would allow for any subsidence which might occur in the fill and provide more reliable information as to permanent restorative needs.

The county has performed temporary work on both county routes. On the Narrows - Princeton Road (FAS-B473) the roadbed had to be raised to keep the road open to traffic. This was accomplished using pit run materials. The water is now near the road surface and has saturated both sides of road leaving only a narrow width down the middle of the road which is safe for public travel. Permanent repairs on this route will include raising the roadbed, resurfacing the road and providing slope protection for the roadbed from further water action.

On the Princeton - Graincamp Road (FAS-B472) two damage sites will require repairs. The County has hauled in pitrun material at these sites to keep the road open to traffic. The first site on this road M.P. 6.80 - 7.84, is the result of high stream flow in Kiger Creek and other drainages. These drainages are channeled on both sides of the road and high water has eroded the road. Repairs here will be to replace the roadbed section, resurfacing the road and provide slope protection to prevent further loss of the roadbed. The second site on this route is at Barton Lake. Here the lake has risen and flooded the road. Permanent repairs at this site will be to raise the roadbed, resurface the road and provide slope protection to prevent further slope erosion from water action.

COSTS

Repairs to the affected areas on the Frenchglen Highway will be accomplished in two stages. The first stage will raise the roadbed above flood water to elevation 4100. This elevation is considered sufficient if further catostrophic weather conditions do not continue. A temporary wearing surface will be placed as part of this stage. The structure at the Narrows will be reconstructed to elevation 4104. It is not economical to raise the existing structure.

Stage two will provide for a permanent wearing surface and associated items necessary to complete the work. Stage two will only begin after it is felt that the elevation of the lake has stabilized. Staging of the work will provide the flexibility necessary should the roadbed have to be raised a second time. The State's hydraulic study indicates that even with higher than normal inflows the lake should stabilize at a maximum elevation of 4102 at which point the increased size of the lake would cause evaporation to balance the inflow.

In summary, it is evident that with normal or near normal conditions reconstruction of the roadbed to elevation 4100 should be sufficient. However, with continued higher inflows further raising of roadbed a second time could be necessary. No costs have been included in this estimate for a second raising of the roadbed. A second raising of the roadbed would also effect an additional ½ mile of length of the Frenchglen Highway and an additional 1½ miles of slope protection to existing hgiwhay slopes would be necessary.

The cost estimates for the county routes are based on raising the roadbed, resurfacing, and providing slope protection as needed. A two stage process and/or a second raising similar to that discussed regarding the Frenchglen Highway (FAS 171) may also be required on the Narrows - Princeton Road (FAS-B473) and at the Barton Lake site on the Princeton - Graincamp Road (FAS-B472). No costs have been included for a second stage on these routes.

Repair Costs Frenchglen Highway (FAS 171):

Temporary		
Hauling rock to weight bridge down, making barricades, signing, erecting poles to mark highway, and misc.		$ 5,000
Stage One (Temporary work necessary to open road to traffic)		
Mobilization	$ 101,000	
Traffic Control	35,000	
Riprap - Class 100	1,200,000	
Class 700	175,000	
Pitrun Subbase	200,000	
Oil Mat (temp wear surface)	350,000*	
*includes aggregate base		$ 2,061,000
Narrows Structure		
100' x 28' x $50		140,000
		2,206,000
20% E & C		441,200
		$ 2,647,200
Permanent		
Stage Two:		
Paving 3" emulsified cold mix	$ 230,000	
*Guardrail 5280' (worst condition)	65,000	
	$ 295,000	
20% E & C	59,000	
	$ 354,000	

*To be reassessed, actual guardrail quantities would depend on actual water depth.

Harney County Repair Costs:

Temporary (costs to July 1, 1983)		
FAS-B473 Narrows - Princeton Road	$ 6,148.42	
FAS-B472 Graincamp - Princeton Road	8,089.00	
		14,237.42*

*Costs supplied by Harney County Judge Dale White's letter of 6/16/83, copy attached. These costs are for raising the roadbed above the rising water to keep the roads open to traffic.

Permanent		
FAS-B473 Narrows - Princeton Road		
M.P. 7.27-7.89 & M.P. 9.37-10.25 Riprap	$ 500,000.00	
M.P. 7.24-9.92 & M.P. 8.91-10.28 Pitrun Surfacing	22,500.00	$ 552,500.00
20% E & C		104,500.00
		$ 627,000.00

(In addition the Blitzen River Bridge may have sustained some damage. The extent of the damage cannot be determined at this time due to high water.)

FAS-B472 Graincamp - Princeton Road			
M.P. 6.80-7.84 Riprap	$ 70,000,00		
Pitrun Surfacing	3,500.00		
Barton Lake Section			
No mile points available - 1/2 mile	35,000.00		
long riprap - Pitrun surfacing	1,750.00		
		$ 110,250.00	
20% E & C		22,050.00	
		$ 132,300.00	
TOTAL COUNTY COST			$759,30

Cost Summary

Temporary		
State	$ 2,647,200.00	
County	14,238.00	
Permanent		
State	354,000.00	
County	759,300.00	
TOTAL COST		$3,774,7 or $3,800,0

MAP

A map with each damaged location noted is attached for informational purposes.

REQUEST OF ASSISTANCE

A copy of Governor Atiyeh's Proclamation of a Catastrophe is attached. Also attached is 1) the State's request and report for assistnace, and 2) Assistant Division Administrator Hathaway's field report.

CONCLUSIONS & RECOMMENDATION

The highway conditions presently being experienced in the Malheur Lake Basin are not the result of a single stormor act of nature but are the result of a number of contributing factors which have led to a lake level that has not been equaled since formal lake level records have been kept and possibly since settlers first arrived in this area.

Due to the type and volume of traffic and the uncertainties involved in water level predictions it seems prudent to risk construction of the roadway at a lower elevation of 4100 at this time. The structure at the Narrows will be constructed to an elevation (4104) and the roadway to 4100. This will result in a permanent installation for the bridge but could result in a second stage raising of the roadway if the worst case condition occurs.

We, therefore, recommend a favorable determination by the Federal Highway Administrator for Emergency Relief Funding ($3,800,000) for necessary temporary and permanent restoration work on the Frenchglen Highway (FAS 171), Narrows - Princeton Road (FAS-B473), and the Graincamp - Princeton Road (FAS-B472). Additional funds will be required if a second raising of the roadbed is necessary.

The environmental request for deviation from procedures under Section 17 of FHPM 7-7-2 is being prepared and will be submitted separately.

The State plans to advertise a project on August 3, 1983 which will contain the temporary work included in the above estimate. This is the minimum work necessary to open the road to traffic. The early advancement of this work is necessary to open the road to traffic this Fall before Winter weather. The present system of detours is not considered to be satisfactory for continued use during the Winter period. It is essential that the temporary repair work begin immediately.

Dale E. Wilken
Dale E. Wilken

Attachments:
Judge White's ltr
Map of Damaged Locations
Governor Atiyeh's Proclamation
State's Request for ER
R. B. Hathaway's Field Rpt

cc:
Wash, D.C.

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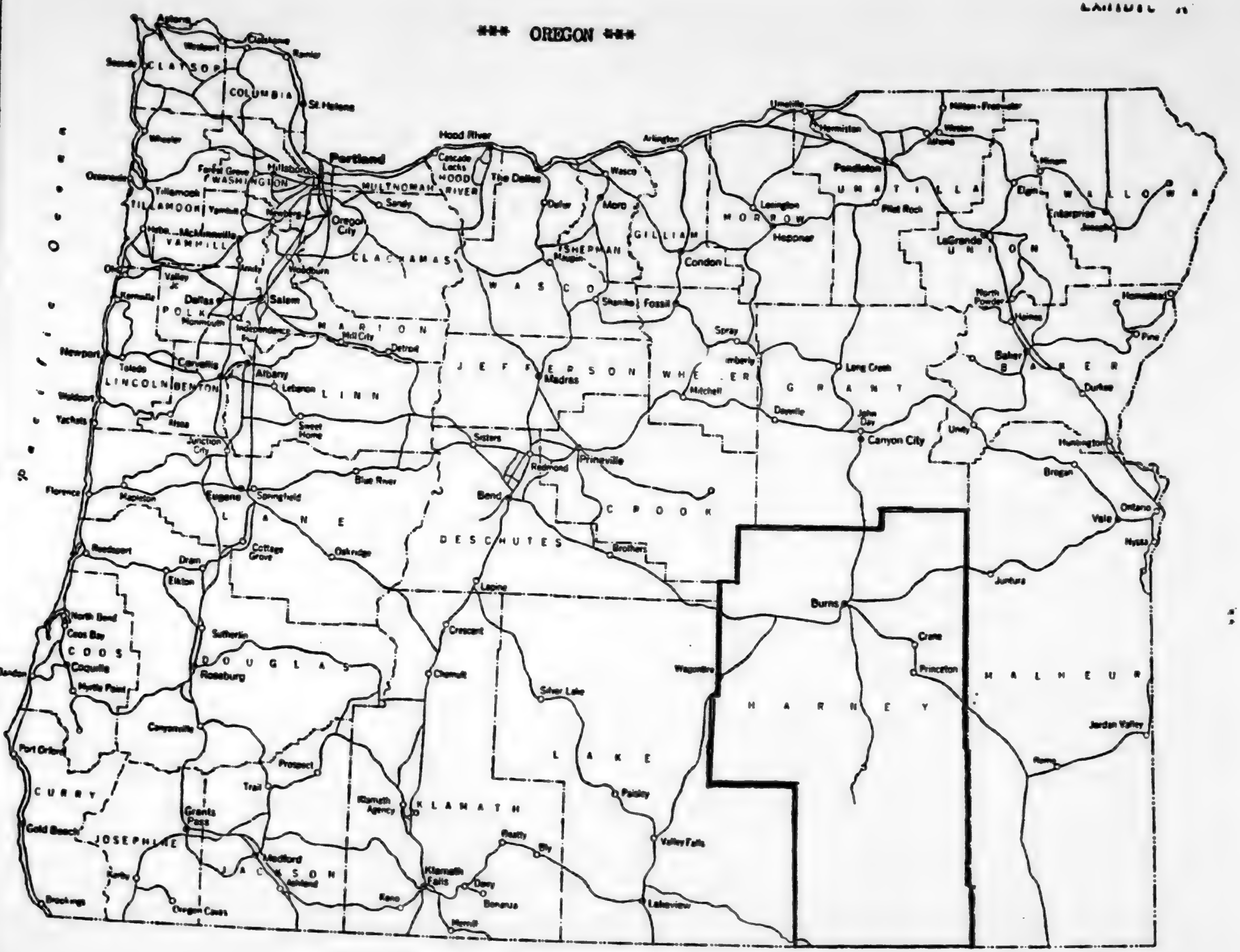
EXHIBIT A

*** OREGON ***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Oceanside
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Portland
Tillamook
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Eugene
Springfield
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Reedsport
Drain
Cottage Grove
Oakridge
Elkton
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Coos Bay
Coquille
Sutherlin
Bandon
Roseburg
Myrtle Point
Canyonville
Port Orford
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Grants Pass
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Medford
Kerby
Ashland
Brookings
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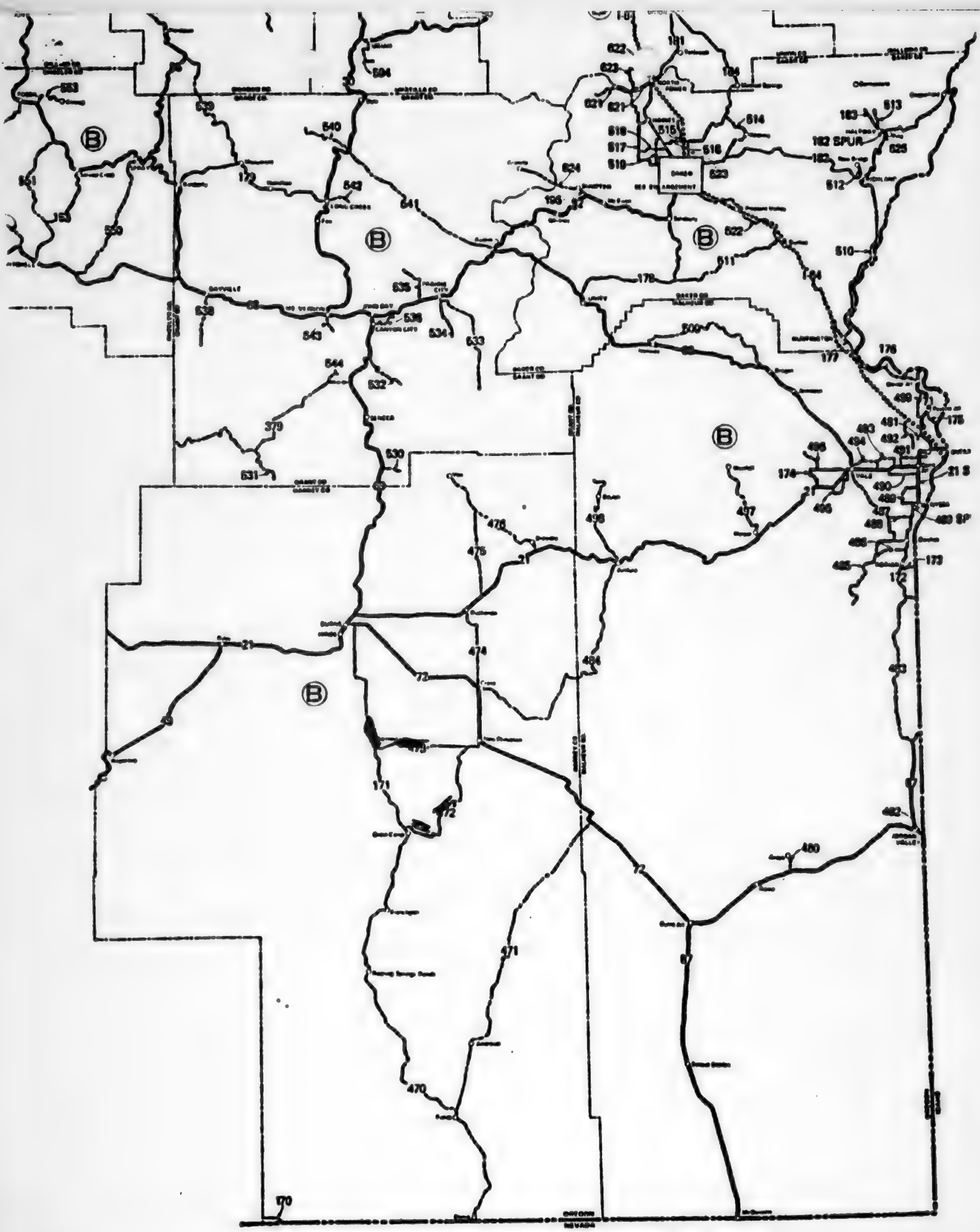
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U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Harney County
Flood Damage Inspection - 1983

Date: June 30, 1983

From: Bob Hathaway
Glenn Hossner

Reply to Attn. of: HPO-OR
HFO-OR/409.1

To: David B. Carter, Area Engineer Region 4/5

On June 28 and 29 in company with Bob Burkhardt and Bob Pillsbury we reviewed the portion of Harney County covered by the State's June 23, 1983 Request for Emergency Repair.

We traveled the Frenchglen Highway FAS-171, the Narrows - New Princeton Road FAS-B473, Steens Highway FAP 72, the Fields - Folly Farm Section of FAS-B471 and the Catlow Valley - Davis Section of FAS-B470. Also traveled was the county road (not on FAS system) north of Harney Lake from the Narrows connecting to FAP 21 approximately 15 miles west of Burns. We did not travel the Van-Drewsey Section of FAS-B476 or FAS-B475 (Pine Creek Road).

Our general conclusions are:

- The State's description of the flooding by Harney and Malheur Lakes is accurate. There was nothing available in the field to indicate if continued flooding as described in their request should be expected or not. If the water elevation rises another 24 inches as the State predicts the mileage of roadway under water will be many times what is is now.
- Shoulder and pavement erosion is becoming significant. As evident in the attached photographs erosion on the Frenchglen Highway has progressed as far inward as the travel lane stripe in many locations.
- Saturation of the fill on the Frenchglen Highway and the Narrows-New Princeton has reduced the useable portion of the roadway to one lane.
- There was no indication of significant damage to county FAS routes that we traveled other than the Narrows - New Princeton Road FAS-B473. Reported damage on the New Princeton - Graincamp Road (FAS-B472) was not viewed. A short section of roadway has been eroded and the roadway in the vicinity of Barton Lake has been inundated. This is eligible type damage.

☐ DIV ADM
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☑ AREA ENG
☐ PROG ASST
☐ RT OF WAY
☐ BRIDGE
☐ PROG DEV
☐ PLANNING
☐ SAF COORD
☐ ENV COORD
☐ R & T
☐ FIN MGR
☐ MGT ANALYST
☐
☐

- Regardless of whether Emergency Repair funds are approved for this area or not the State and County road forces are going to have to start immediately to protect and raise the roadways covered or saturated by the flood waters

- We will recommend approval of Emergency funds for the catastrophic event described in the State's letter with the exception of the miscellaneous damage to County FAS routes (other than FAS-B473 and FAS-B472).

Bob Hathaway
Robert B. Hathaway
Program Operations Engineer

G.K. Hossner
Glenn K. Hossner
Field Operations Engineer

HOSSNER:rll

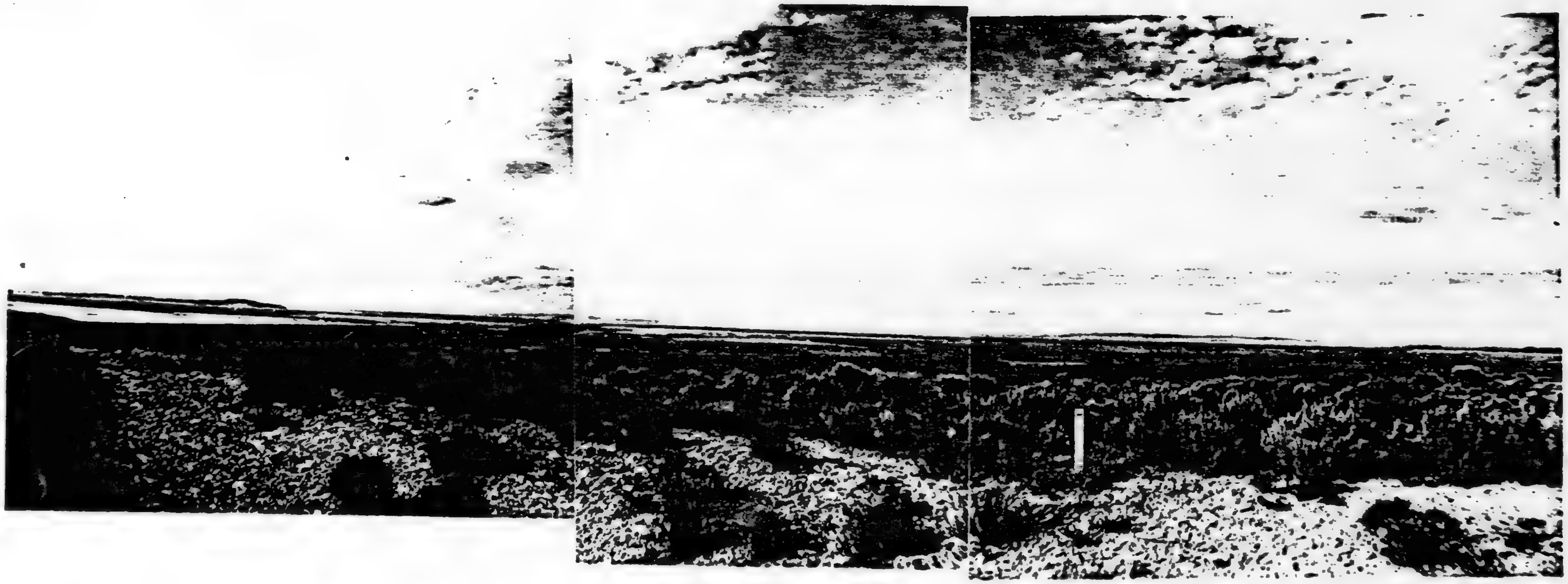

Photo #1 - Harney Lake (left) and Malheur Lake (right) looking north. The Frenchglen Highway (FAS-171) at the Narrows can be seen entering the flood waters.

Photo #2 - Frenchglen Highway (FAS-171) looking north toward the Narrows approximately 5 miles in the distance.

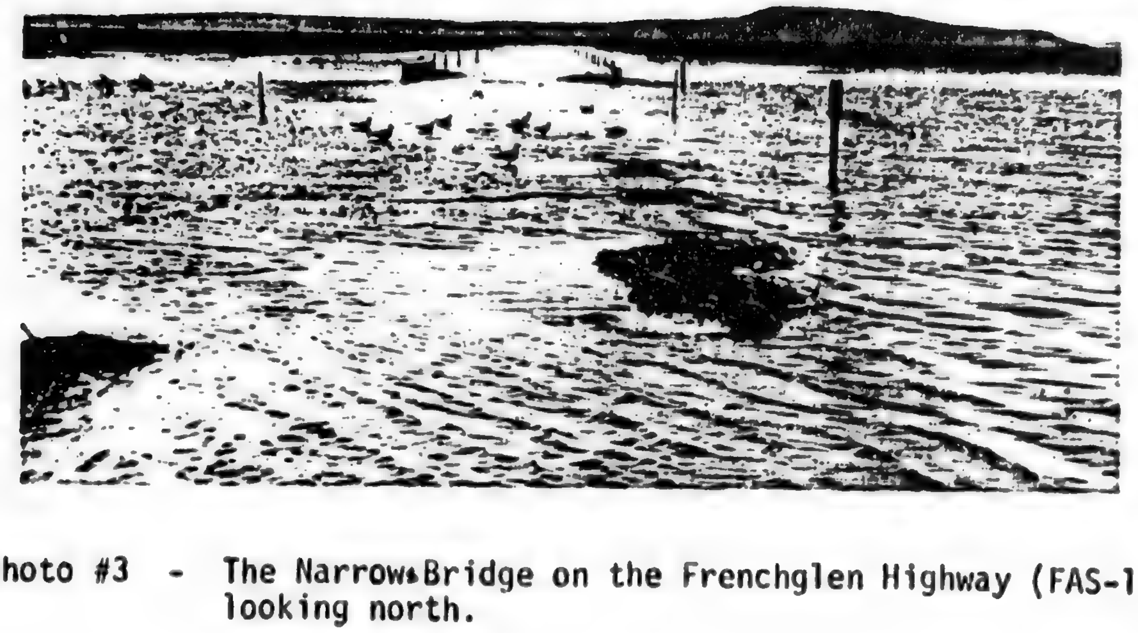

Photo #3 - The Narrows Bridge on the Frenchglen Highway (FAS-171) looking north.

Photo #4 - Shoulder and embankment erosion - Frenchglen Highway (FAS-171)

Photo #5 - Shoulder and embankment erosion - Frenchglen Highway (FAS-171)

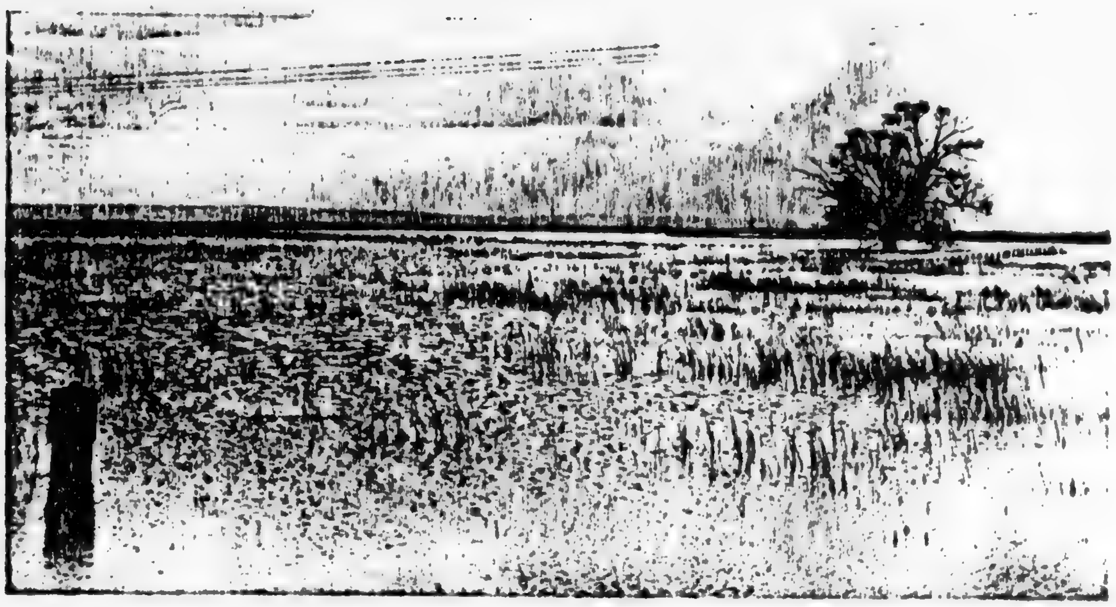

Photo #6 - Harney Lake at the Narrows

Photo #7 - The Narrows - New Princeton Road (County FAS-B473). This section of roadway has been raised above high water. Note shoulder saturation and instability.

June 16, 1983

Mr. E. S Hunter
Assistant State Highway Engineer
Oregon State Highway Division
200 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Listed below is the amount of funds that Harney County has expended or will expend by July 1, 1983 for emergency repairs due to flooding to keep the following Federal Aid Secondary roads passable:

FAS - B470	Catlow Valley-Denio	$ 6,312.95
FAS - B471	Fields-Follyfarm	15,051.44
FAS - B472	Graincamp- Princeton	8,089.90
FAS - B473	Refuge-Princeton	6,148.42
FAS - B475	Pine Creek Road	2,903.82
FAS - B476	Van-Drewsey	3,096.63
	Total Expended to Date	$41,603.16
FAS - B472	Graincamp-Princeton To be Expended by 7-1-83	2,121.20
	Total Amount for Emergency Repairs	$43,724.36

Paul Unger of Congressman Smith's office has requested that he be notified when the application has been forwarded to the Federal Highway Transportation Division for their consideration. Bob will then contact Secretary of Transportation Dole, personally, to request quick approval of our joint request. Please either keep Paul informed directly or forward the information to me and I will see that it reaches Bob.

Feel free to contact me if you need any additional information or if I may be of any further assistance in resolving our mutual problem.

Sincerely,

/s/ Dale White

Dale White
Harney County Judge

DW:ed

Office of the Governor
State of Oregon

EXECUTIVE ORDER NO. EO - 83 - 4 (First Amendment)

EMERGENCY DISASTER, HARNEY COUNTY

A state of emergency disaster was declared to exist on March 13, 1983, with respect to lands heretofore or hereafter inundated by Malheur Lake and its associated bodies of water. Malheur Lake, Harney Lake, Mud Lake and associated bodies of water in Harney County have continued to reach unprecedented elevations. Malheur Lake now stands nearly seven feet above its October 1982 elevation. In addition to inundation of lands described in the initial declaration of emergency disaster, approximately 1.5 miles of the Frenchglen Highway have been inundated by Malheur Lake. An additional 3.5 miles of the Frenchglen Highway are suffering damage from high water, as are various county roads. Prospects for considerable additional flooding continue. Provisions have been made in section 125, Title 23, U.S. Code, for disasters befalling the states, such as has occurred in this instance, providing immediate replacement of damaged roadways.

IT IS ORDERED AND DIRECTED:

1. Paragraph 1. of Executive Order EO-83-4 is amended to read:

> "1. A state of emergency disaster is declared to exist within the County of Harney as a result of the flooding of Malheur Lake, Harney Lake, Mud Lake and associated bodies of water, from mountain rain and snow runoff, and consequent disruption of commerce and transportation within the county. I direct all state agencies, and call upon federal, local and private entities, to render such assistance as may be possible in dealing with this emergency disaster. The immediate repair and construction of an elevated Frenchglen Highway and associated county roads is vital to the security, well-being and health of the citizens of the State of Oregon. The Secretary of Transportation of the United States is requested to concur in the declaration of this emergency."

Done at Salem, Oregon, this 15th day of June, 1983.

GOVERNOR

ATTEST:

SECRETARY OF STATE

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U.S. Department of Transportation
Federal Highway Administration

Memorandum

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H. S. COULTER

THE OREGON DIVISION - SALEM

RECEIVED
STATE HWY ENGR
JUL 7 '83
REFER TO
Schwartz
FOR

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Subject: Request for Emergency Relief Funds
(Your letter, June 23, 1983)

Date: July 5, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR/409.1

Also advise County. —

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

This is to acknowledge receipt of your letter of intent, dated June 23, 1983, to request Emergency Relief Funds, authorized under Sections 120 and 125 of Title 23, U.S. Code, for the repair of damage to Federal-aid highway systems, such damage resulting from flooding and highway inundation caused by raising waters of Malheur Lake, Harney Lake, Mud Lake and associated bodies of water which occurred after March 13, 1983, on Oregon 205 (FAS 171), Frenchglen Highway, and various county roads in Harney County, Oregon.

You should proceed with performance of the emergency operations, including emergency repairs necessary on the Federal-aid highway systems to restore essential travel, to protect the remaining facilities, to reduce the extent of damage; to begin preliminary engineering consisting of surveys, design, and preparation of construction plans; to perform that permanent restoration work which is required as an associated part of the emergency operations; and to use State forces and/or negotiated equipment rental contracts as necessary to perform the work.

The eligibility of such work for ER funds will be contingent upon a favorable finding by the Federal Highway Administrator on the eligibility of the disaster and subsequent approval of the work by FHWA.

The basis for the Administrator's decision will be a field report with estimates of cost to repair and reconstruct the damaged Federal-aid routes and evidence of the widespread extent and intensity of the disaster which my staff is now preparing in conjunction with your staff.

If the Administrator concurs in the disaster, all emergency work must be included in an emergency program, and the program when submitted for approval shall include a detailed outline of the necessary emergency operations performed and a description of the permanent restoration work proposed. Permanent restoration work other than that performed as an associated part of the emergency operations shall not be perfomed prior to program approval and authorization by this office.

Robert B. Hathaway
fr
Dale E. Wilken

NOTED
W. E. SCHWARTZ

cy [illegible] 7/22

Schwartz – We are tracking these costs through the MMS – DH

cy- Hunter

Bethman – I really believe you should be corresponding w/Co. since any initial assistance will come thru your section

Hectr – I understand that your emergency repair costs are all documented & identifiable through the MMS. Is this correct?

9710

440 N

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: July 1, 1983

FROM: George C. Wills
George C. Wills
Location Field Engineer

SUBJECT: Narrows Section
Frenchglen Highway

Talked to Roger Lang this date about dates for the beginning of the emergency as applied to roads.

Harney County advises that raising of 00 Road started in mid-February 1983; repairing of FAS B471, Fields-Folley Farm, started in mid-February 1983; raising of Lawen Lane started about March 8, 1983.

Tom Swisher, OSHD, started work on April 18, 1983 clearing channel at Narrows Bridge, removing drift, etc., placing material on shoulders to protect them from erosion, and setting poles on the shoulders for traffic delineators.

GCW:ja

cc Frank E. Terpin
J. H. Versteeg
Dorland Swan
Roger Lang

REFERRED TO
1 Watson W Mann
2 Cole C Stoudenmeyer
Erikson King
Beard Bedford Lea
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1 Versteeg ✓
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HARNEY COUNTY FLOOD REPAIR SECTI
FRENCHGLEN HIGHWAY & COUNTY ROA
HARNEY COUNTY

FED ROAD Div. No	STATE	PROJECT NUMBER
10	OREGON	

File Copy

Alt "A" awarded

A Est. Pit-Run in water

A 35,000	20,000	A 10,000	50,000	80,000

200,000 C.Y. +/-

Item	Code	Unit	Total Quant.	FAS 171	FAS 173	FAS 442	County Rd 108	County Rd 109	County Rd [illegible]
Furnishing Field Laboratory		Each	1						
Mobilization		All							
Temporary Prot & Direction of Traffic		All							
Temporary Signs		Sq Ft	184						
Temporary Barricades		Each	4						
Flagmen		Hour	8700						
Pit Run Granular Material		C Yd	753356	92518	100180	46782	229289	25227	255200
Aggregate Base		C Yd	20084	14171		5913			
Aggregate Leveling		C Yd	10254	7235		3019			
Watering		M-Gal	214						
Loose Riprap Class 50		C Yd	54883	9208	6427	4390	15723	2122	17013
Loose Riprap Class 100		C Yd	77873	9777	10187	6829	22274	3286	25520
Emulsified Asphalt In Watering		Gal	34244	24000		10244			
18" Culvert Pipe		Lin Ft	300	120		180			
24" Culvert Pipe		Lin Ft	20			20			
36" Culvert Pipe		Lin Ft	900			[illegible]			[illegible]

Est. Riprap in water

A 10,000	8,000	A 6,000	25,000	[illegible]

Approx 75,000 C.Y. +/-

9710

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

June 30, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Frenchglen Highway and Various
County Roads
Harney County
ER-330(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lb

Attachments (4)

CONCUR

7/15/83
for Division Administrator Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
July 16, 1983

cc: J. B. Boyd
J. H. Versteeg
L. E. George
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Prog. Unit
Cost & Records
Spec.
Surfacing Design

General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt

Form 734-3122

OREGON

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
FRENCHGLEN HIGHWAY AND VARIOUS COUNTY ROADS

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

None: All anticipated work will be done within existing right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

This project would restore transportation service to a vast area that is now served by a circuitous detour route; restoration of pre-existing service will not cause any land use impacts. All work is consistent with the county comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Project would return traffic service to the Frenchglen Highway. Out of direction travel would be eliminated. Safety would be improved by eliminating excess travel over county roads.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES : The existing bridge at the Narrows may require replacement or reconstruction. Water now covers the bridge deck and gravel has been placed on the deck to prevent it from floating away. Stream impacts would be minor--being localized because of the slack water condition that exists at this crossing. While some wetlands tied to the Malheur National Wildlife Refuge are situated adjacent to portions of the project area, the area inside the highway right-of-way is largely devoid of wetland-type vegetation. Flooding prevents determining whether wetlands inside right-of-way boundaries would actually be displaced by the proposed work. Any potential displacements are minor. None would constitute a significant impact.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None: The flooding has severed the only direct link to the Malheur National Wildlife Refuge and Steens Mountain scenic area - major historical, tourist and recreational resources in Harney County. The proposal would restore the original route of travel to these areas.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None. This area is extensively flooded and all efforts to restore transportation service are supported by affected jurisdictions and agencies.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed work is restorative in nature and can be done within existing right-of-way. The lack of right-of-way acquisition coupled with minimal adverse physical environmental impacts supports a project classification of Class 2 (Categorical Exclusion).

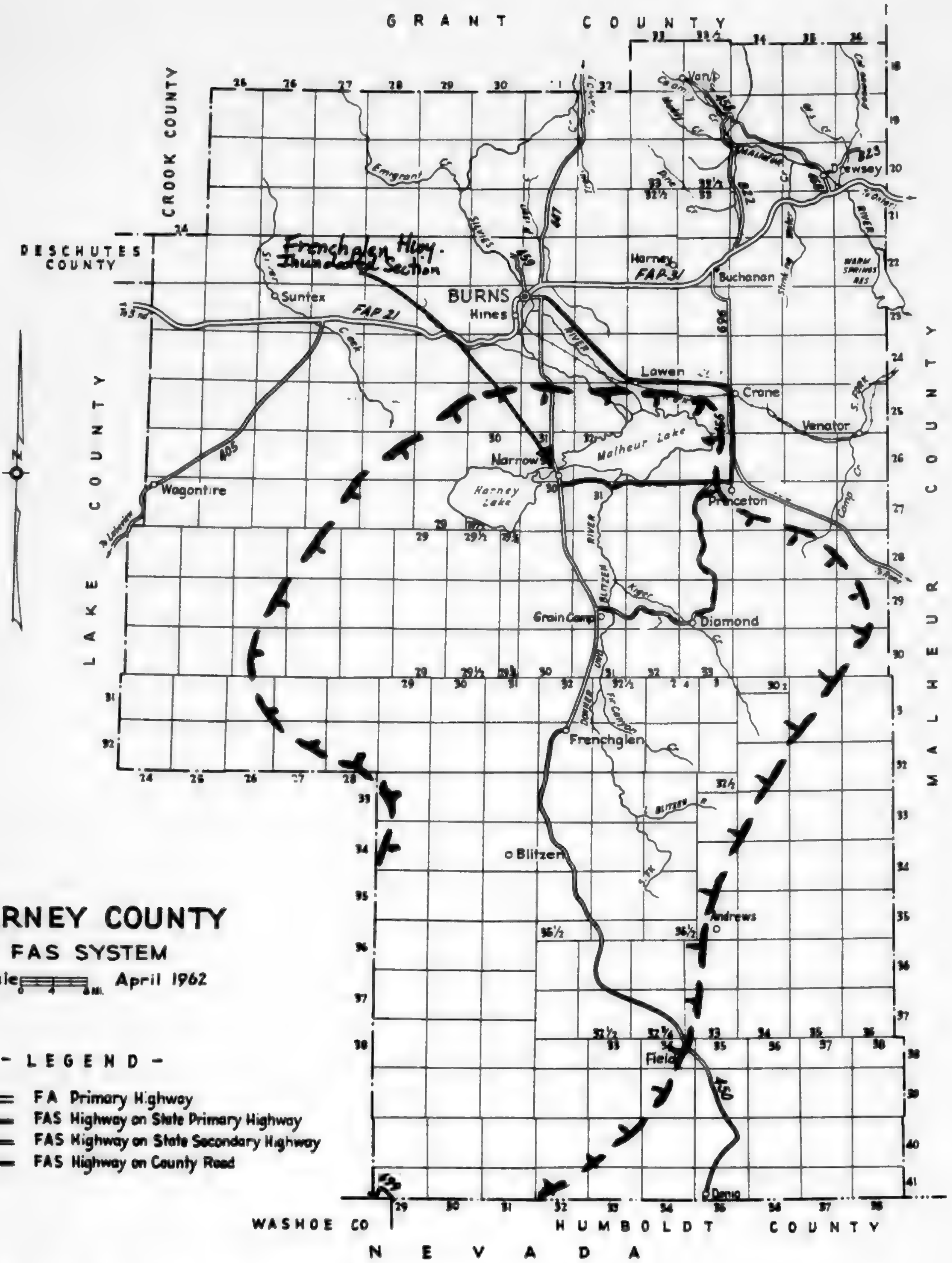
OTHER DOCUMENTATION

If it can be determined that the project displaces wetlands within existing right-of-way, appropriate documentation will be prepared.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston/Cam Gilmour	963-3177/378-8486	

734-1913 (7-82)

Exhibit 'B'


GRANT COUNTY
CROOK COUNTY
DESCHUTES COUNTY
LAKE COUNTY
MALHEUR COUNTY
WASHOE CO
HUMBOLDT COUNTY
NEVADA
Frenchglen Hwy. Inundated Section
BURNS
Hines
Suntex
FAP 21
FAP 31
Harney
Buchanan
Drewsey
Van
Lawen
Crane
Venator
Narrows
Malheur Lake
Harney Lake
Princeton
Wagontire
Grain Camp
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HARNEY COUNTY
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- LEGEND -
FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

┳ ┳ ┳ ┳ Area affected by road closure

━━━━ Current detour

— — — — Possible future detour

Narrows Project

NOTED
W. E. SCHWARTZ

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Wednesday, June 29, 1983

Smith homes in on flood solutions

By Mel Coulter
Burns Times-Herald

What ranchers in flooded central Harney County need is feed for their cattle herds, and they need it soon.

That was the message conveyed Friday afternoon to U.S. Rep. Bob Smith and staff workers from offices of Sen. Mark O. Hatfield and Sen. Bob Packwood.

Bob Cargill, a rancher in the Lawen area, said 60 percent of his land is under water and the most pressing need is feed for 500 animals.

—Bulletin—

Low interest loans have been made available for victims of flooding in Central Harney County, according to U.S. Rep. Bob Smith.

He made the announcement Tuesday after the Secretary of Agriculture approved 8 percent disaster loans through the Farmers Home Administration.

The Crop Production Loss program will begin as soon as FmHA establishes procedures for the program. Once submitted, loan applications willbe processed in 20 to 30 days.

His concerns were echoed by several other ranchers whose land and source of cattle feed have been inundated by flood water from Malheur and Harney lakes.

At the outset of Friday's meeting Smith said his purpose was to "zero in on alternatives that individuals need."

"I recognize that we're not going to have one proposal that will take care of everyone's needs," he said. "The most immediate opportunity we have is to try to negotiate with existing land managers — in this case the Department of Interior.

"I think it's possible to discuss needs beyond those that have already been offered by the Department of Interior."

Smith was referring to some 38,000 additional Animal Unit Months of grazing recently opened up on Bureau of Land Management and Malheur National Wildlife Refuge land.

But that's less than one-half of the additional feed needed to sustain herds in the area. Smith said he believed there might be more forage available on the refuge than what has been released.

To make that available would require changes in management policy and priority, but that may be necessary because of the flood emergency, he told ranchers.

Several agreed that more feed is available on the refuge. Longtime area rancher Rex Taylor was the only one who seriously doubted that the refuge could provide much more feed than presently.

Buck Taylor reviewed priorities set by ranchers about a month ago for securing federal assistance. They made flood easements their primary short term need.

But Smith dashed those hopes, saying it's unlikely the federal government would award what amounts to grants for the flooded land. Wildlife easements may be available, but the U.S. Rep. said he has been unable to find legislation on the books for a situation like Harney County's.

The Burns native also warned, and representatives from the senator's offices concurred, that flood solutions requiring legislation will be long and time consuming efforts.

Instead, ranchers need to direct their attention on existing programs or those that might be bent to fit Harney County's unique flood circumstances..

"Admistratively you can do things much quicker than you can through legislation," said the freshman Congressman.

After nearly two hours of public testimony, Smith and affected ranchers narrowed the immediate needs to: 1) hay and feed to get herds through the winter; 2) a wildlife easement which will provide cash money for the encrochment of refuge uses onto private land; and 3) tax relief for herds that are sold because of the emergency.

Several ranchers said they would like to reduce herds so they won't have to pay exhorbitant feed prices this winter. But, in most cases, sales are taxed as income.

Under a emergency declaration from the U.S. Department of Agriculture the income tax would be eliminated for the disaster victims. But that designation hasn't been made yet, said Smith.

Although Smith wanted to focus on short term rather than permanent solutions, questions arose about the proposed drainage canal to the South Fork of the Malheur River.

Harney County Judge Dale White, and other people in attendance questioned the need for lining the ditch when several sloughs in the area drain the same soil without any problems with bank erosion.

Skip Williams, chairman of the county emergency board and head of county Agriculture Stabilization and Conservation Service, also questioned the $18 million projected cost.

He suggested asking the U.S. Army Corps of Engineers to justify the need for costly ditch lining (concrete or pipe). And then ask the Soil Conservation Service to do an independent study for a cost comparison.

The meeting also was attended by state Sen. Eugene Timms and Rep. Denny Jones, both of whom have been working on state assistance for ranchers, and Ed Zajonc, director of the Division of State Lands for Oregon.

$2.4 million sought to repair road

A $2.4 million proposal for major improvements of state Highway 205 has been submitted to the Federal Highway Administration by the Oregon Department of Transportation.

State Engineer H. Scott Coulter forwarded the proposal last week that calls for raising the highway three feet near the Narrows and rebuilding the bridge that now is surrounded by floodwaters from Malheur and Harney lakes.

The roadway embankment will be armored with a blanket of shot quarry rock to protect it from erosion.

Clean gravel will be placed to raise the roadway above flood elevations while a temporary asphalt surface treatment is applied to hold the road until threats of continued flooding subside.

Cost for the temporary emergency repair work is estimated at $2 million. Permanent restoration of the highway, if no further damage occurs, is estimated to cost an additional $1 million.

If approved by the Federal Highway Administration, work will be done this fall when floodwaters temporarily recede to an expected elevation of 4098.4.

The present elevation of Highway 205 is 4097.6 and surrounding water is 4098.46. It's expected to peak by July 15 at 4099.6 — an increase of more than a foot in the next two weeks, depending on weather conditions.

"The Oregon State Water Resources Board has informed this agency that a normal evaporation year would take 48 inches from the lakes.

In addition to the state highway, several major county roads in the area will require extensive repair work because of flooding.

The Highway Division estimates temporary emergency repairs by the county to keep detour routes open will be $44,000.

Estimates for future county road work to keep those routes open for the projected flooding period have not been determined yet.

But approximately $350,000 will be needed to protect the Narrows-Princeton county road from further damage.

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flood solutions

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Agriculture showcase idea explained at Chamber lunch

By Marge McRae
For the Burns Times-Herald

Dalton Hobbs, Executive Director of the Agri-Business Council of Oregon gave county Chamber members an informative talk June 7 on Oregon's Agri-Business Center which will be completed in 1985.

It is to be a non-tax supported project of the Agri-Business Council of Oregon. It will be supported by grants and contributions from commodity groups, businesses and foundations.

A showcase for the state's number one industry, the Agri-Business Center will display the drama of agriculture — past, present and future, and encourage visitors to use Oregon's agricultural products.

It is also expected to provide an activity focus for the community which surrounds the 42-acre site just south of Wilsonville on I-5.

There will be films, animals, farm machinery, collections of historical implements and an imaginative and exciting children's play area. There will also be a market supplied by surrounding farmers and a group of carefully selected retail outlets featuring Oregon's products.

Market research indicated the Center will become a popular stopping place for visitors. Since the site is within a 30-minute drive for 50 percent of the state's population, many visitors are expected to become repeat customers.

R/K
GIFT SHOP
OPENING
July 1st
Sales!!!
Drawings!!!
Free Coffee!!!
530 N. Broadway
(next door to Erickson's Department store)
10 a.m. - 5 p.m.
Monday - Saturday

Fantastic Fourth Specials
July 3rd & 4th
Save 50¢
on a
BQ Beef Sandwich
We Welcome
all the
Fiddler's to
Harney County
PIONEER PIZZA
Oregon Ave. 573-6815

440

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Harney Co

SECTION NARROWS Section

REGION 5

Frenchglen Highway #440

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 113-1407

DATE 6-28-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$1,000	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 1,000	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY	6,000	6,000	934 GEOLOGY	500	500
903 LOCAL GOVERNMENT			918 LOCATION	17,900	17,900	935 SOILS	500	500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	3,000	3,000	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS	1,500	1,500
906 BRIDGE DESIGN	4,000	4,000	921 SPECIFICA-TIONS	3,000	3,000	938 REGION ENVIRONMENT	300	300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200	200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	1,000	1,000	950 TRAINING		
910 REGION GEOLOGIST	5,000	5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	6,000	6,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	500	500	932 RAILROAD & UTILITIES	200	200			

TOTALS	$ 52,000	$52,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER STATE

LOCATION ENGINEER'S REMARKS

THIS work is to prepare plans, specifications, & Estimate for a construction contract by ER Funds. Expenditures under This prefix will be transferrable to the federal aid program upon approval.

1 Versteeg
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig

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JUL 20 1983
ROAD DESIGN SECTION

cy Watson
Molly

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Approved by OTC 6-21-83 $2,200,000 ER

PREPARED BY Roger C. Lang, Reg. Fed. Aid Engr.	DATE 6/8/83	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 7/12/83
RECOMMENDED, REGION ENGINEER X	DATE 6/8/83	APPROVED ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-12-83
RECOMMENDED, LOCATION ENGINEER X	DATE 7/5/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

DATE: June 23, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Emergency Repair
Frenchglen Highway and Various County Roads
Harney County, Oregon

Under provisions of Title 23, U.S.C., Section 125, this letter is the request of the Oregon State Highway Division for emergency relief funds for the purpose of restoring a major and catastrophic loss of transportation service on the Federal Highway System in Harney County, Oregon.

This significant and catastrophic loss of transportation service has occurred as a result of flooding, highway inundation, roadbed saturation, and pavement loss on the Frenchglen Highway, Oregon Route 205, (FAS 171) and various county roads in Harney County, Oregon.

DESCRIPTION OF THE AREA

Harney County is the largest county in Oregon, consisting of over 10,000 square miles (see Exhibit A). Its size ranks it larger than eight states of the United States. A major portion of the county lies within the Great Basin, where no outlet for natural drainage exists.

A complex of three lakes, Harney, Malheur and Mud Lakes, comprise the major wet weather storage basin of water in this county. The size of the lakes vary over the years from nearly dry to hundreds of thousands of acres. The watershed that drains into these lakes is over 5,000 square miles (see Exhibit B), including the Steens Mountain Range with a summit elevation of 9,670 feet.

Although sparsely populated, Harney County has numerous important features. First and foremost among the features are vast livestock ranches and ranges. The county is a chief producer of livestock-cattle and sheep. It also produces timber in its National Forests, and has numerous recreational opportunities of hunting, fishing, camping, mountain and desert hiking. The Steens Mountain Range, a dramatic example of a fault-block mountain formation, is a famous attraction. A very important wildlife refuge, the Malheur National Wildlife Refuge, draws 36,500 visitor days per year and is nationally famous for its abundant wildlife.

The wildlife refuge, Steens Mountains, large ranches and recreation opportunities are all served by the Frenchglen Highway, Oregon Route 205, which is a paved route that serves the area. The Highway is paved for a distance of 74 miles and runs south from the nearest population center, Burns, Oregon to the site of Frenchglen and other points south. The route is the primary access and only paved route to the large ranches, the Steens Mountains and the wildlife refuge.

The highway serves as the prime recreational route, serves visitors to the refuges, provides services and supplies for the large ranches, and the route for hauling livestock to and from market and to and from the summer and winter ranges. It is also a mail route and school bus route.

In addition to the State Highway, the area is served by a modest network of unpaved county roads and unimproved dirt access roads. This network of county roads feeds off to the various ranches, recreation facilities and livestock ranges in the region.

At a place called the Narrows, the Donner und Blitzen River which drains from the Steens Mountains empties in the three lakes; Harney, Malheur and Mud Lakes. The Donner und Blitzen River Valley itself basically comprises the Malheur Wildlife Refuge which consists of 183,000 acres.

The Narrows is also where the refuge headquarters is located and where the Frenchglen Highway crosses the waterways joining the three lakes as the highway proceeds south.

DESCRIPTION OF THE PROBLEM

The rising waters of the lakes has inundated the bridge at the Narrows and 1.5 miles of the Frenchglen Highway (as of June 6, 1983) and threatens the roadbed by saturation, shoulder damage and wind driven wave erosion for approximately another 5 miles. The gravel county road system, which is being used as a detour, is being threatened in numerous places by high water, resulting in roadbed saturation and eventually, inundation and closure. Pavement deterioration and gravel road bed saturation is rapidly rendering the transportation system unsafe. (See Photos, Exhibit F).

Recently some vehicles have been able to negotiate the closed portion of the Frenchglen Highway, but the route has now been closed by earth berm barricades to prevent passage because of unsafe conditions due to pavement holes and undermined shoulders. Rock has already been placed on the Narrows Bridge to prevent it from floating away.

For transportation service from Burns to points south of the Narrows, the Narrows-Princeton County Road (FAS 8473) is being used as a detour (see Exhibit C). This detour is 35 miles out of direction. This gravel road is also severely threatened by inundation and roadbed saturation. Photographs taken on June 15, 1983 (see Exhibit F) show that the roadbed saturation has penetrated to the point where the only safe portion of the roadway is approximately 10 feet in width. Once saturated, the gravel routes are extremely unsafe and impassable.

The next available detour, if the Narrows-Princeton County Road is closed, is the gravel county road called the Grain Camp-Princeton Road (FAS 8472) which would add another 27 miles to the detour for travel to the Narrows. This road may also be threatened in the future.

The existing detour from the wildlife refuge headquarters and other points south of the Narrows adds at least one hour driving time to an already long round trip to Burns, Oregon. In some cases, depending on location, a 2.5 hour round trip could be increased to 3.5 hours or more. This becomes economically significant when considering supplies, fuels and other services to ranching operations and the refuge. It also becomes very significant when considering medical and other emergencies.

Other County routes that have been severely damaged and are threatened with closure and/or further emergency repair are: Catlow Valley-Davis Section of FAS-B470, Fields-Folley Farm Section of FAS-B471, FAS-B475 (Pine Creek Road), and Van-Drewsy Section of FAS-B472.

In summary, the major access and only paved route to the vast area is already closed or severely damaged for over 6 miles of its length. The primary detour is very unsafe now and threatened with closure, and other detours and County routes face similar fates. The transportation service loss in terms of economic service to the ranches, recreational users, visitors and services to the National Wildlife Refuge is devastating and now nearly complete.

DISCUSSION OF HYDROLOGY AND PROJECTIONS

The unusually heavy snowpack in the Steens Mountains, the wet weather and the basin with no outlets have all combined to cause extreme flooding in Harney County. Malheur lake has grown in size from a yearly maximum size of approximately 50,000 acres in 1977 to over 100,000 acres at present (see Exhibit E).

The elevation of the Frenchglen Highway at the Narrows Bridge is 4097.6. The water elevation measured on June 6, 1983 was 4098.46. The July 15, 1983 projected elevation is 4099.6. In order to make some assumptions about the future, the last 5 year mean water level fluctuation of Malheur Lake was plotted on a graph beginning at the point of the July 15, 1983 projection (See exhibit D). Also, the 1982-1983 mean water level fluctuation was plotted at the same begining point of July 15, 1983 and shows a much more severe future flooding pattern.

From these projections, the water level is expected to be above the roadway height for several years to come.

Because there are no outlets, annual precipitation rates that determine snowpack and the evaporation rate are the two important factors influencing the size of the three lakes. The Oregon State Water Resources Board has informed this agency that a normal, evaporation year would take 48 inches from the lakes. However, because of a cool and cloudy weather season to date, only 24 inches of evaporation is predicted to occur by this September 30, 1983, which is the normal end of the evaporation cycle.

This projection, combined with the conservative plotting of the future elevation by using the last 5 year mean level fluctuations of the lake, means that little relief is in sight for the flooding situation in the County. In fact, a continuance of wet weather and heavy snows of the last two years will considerably worsen the situation over the projection.

PROPOSED SOLUTIONS

It is presently proposed to raise the grade of the Frenchglen Highway by up to three feet to an elevation of 4,100.6. The roadway embankment will be armored with a blanket of shot quarry rock to protect it from erosion. Clean gravel will be placed to raise the roadway above flood elevations and a temporary asphalt surface treatment applied and left in that condition until future conditions can be assessed. The cost for that temporary emergency repair work is currently estimated at approximately $2 million. If additional temporary emergency repair is not necessary, and if no further damage occurs, permanent restoration to include asphaltic concrete surfacing is estimated to cost $1 million.

It is proposed to perform this work this fall when the water level is projected to temporarily recede because of evaporation to an elevation of 4098.4 feet.

Similar treatment is proposed for the county roads that are experiencing difficulties. Temporary emergency repairs on the FAS System by the County to keep the detour routes open amount to $44,000. Estimates for future county road work to keep those routes open for the projected flooding period are largely unknown, except that $350,000 has been estimated to protect the Narrows-Princeton County Road from further damage.

The final solution will only be known when the future climatic factors have occurred and when the lake waters have adjusted accordingly. The emergency work proposed to date only deals with the prospects of two years of additional flooding.

CONCLUSION

There is a unique set of circumstances surrounding this catastrophe. First, flooding has not occurred at all in recent times and the period of time the roads are projected to be out of service is two years. Second, detour routes are considerably out of direction and make an already long trip longer. Third, the detour routes themselves are becoming unsafe and will soon be subject to closure. Fourth, the wildlife refuge, the ranches and the people working at those facilities are in need of services, supplies, safe and efficient access and continuance of emergency services.

The severance and disruption of access for a period of two years is a social and economic disaster of major proportions.

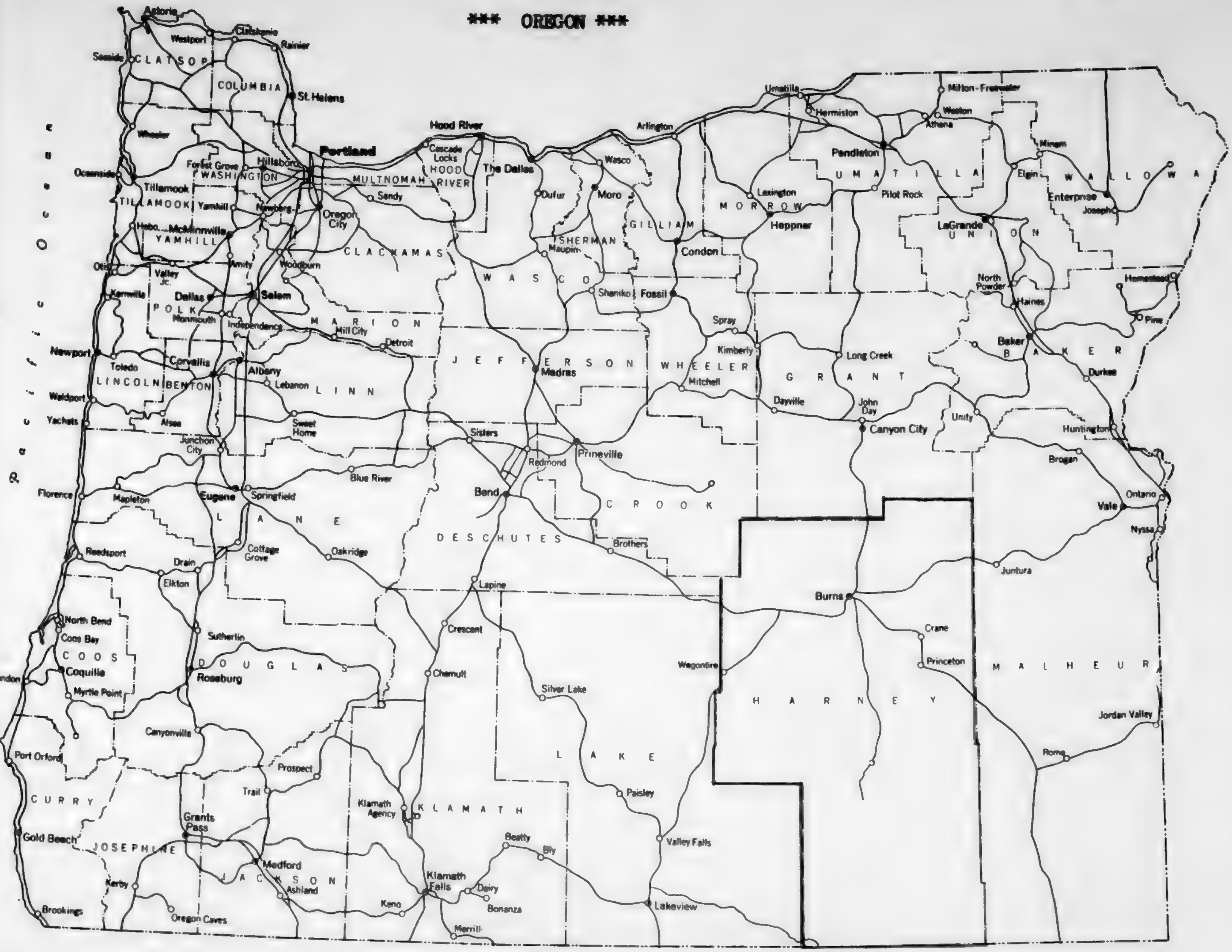
A declaration of emergency by the Governor of the State of Oregon is attached for your information.

You are requested to provide ER funds in the amount of $2,400,000 recited in this letter and in future undetermined amounts so that transportation service can be immediately restored for the present and permanently restored in the future.

GAP:bks Senator Packwood
Senator Hatfield
cc: Congressman Denny Smith
Congressman Bob Smith
Senator Eugene Timms
Representative Denny Jones
Bob Oliver
Judge Dale White
Ed Zajonc

bc: Fred Miller
E.S. Hunter
W.E. Schwartz
R.N. Bothman
Gary A. Potter
J.H. Versteeg
Cam Gilmour
R.D. Hector
Dale Hiatt

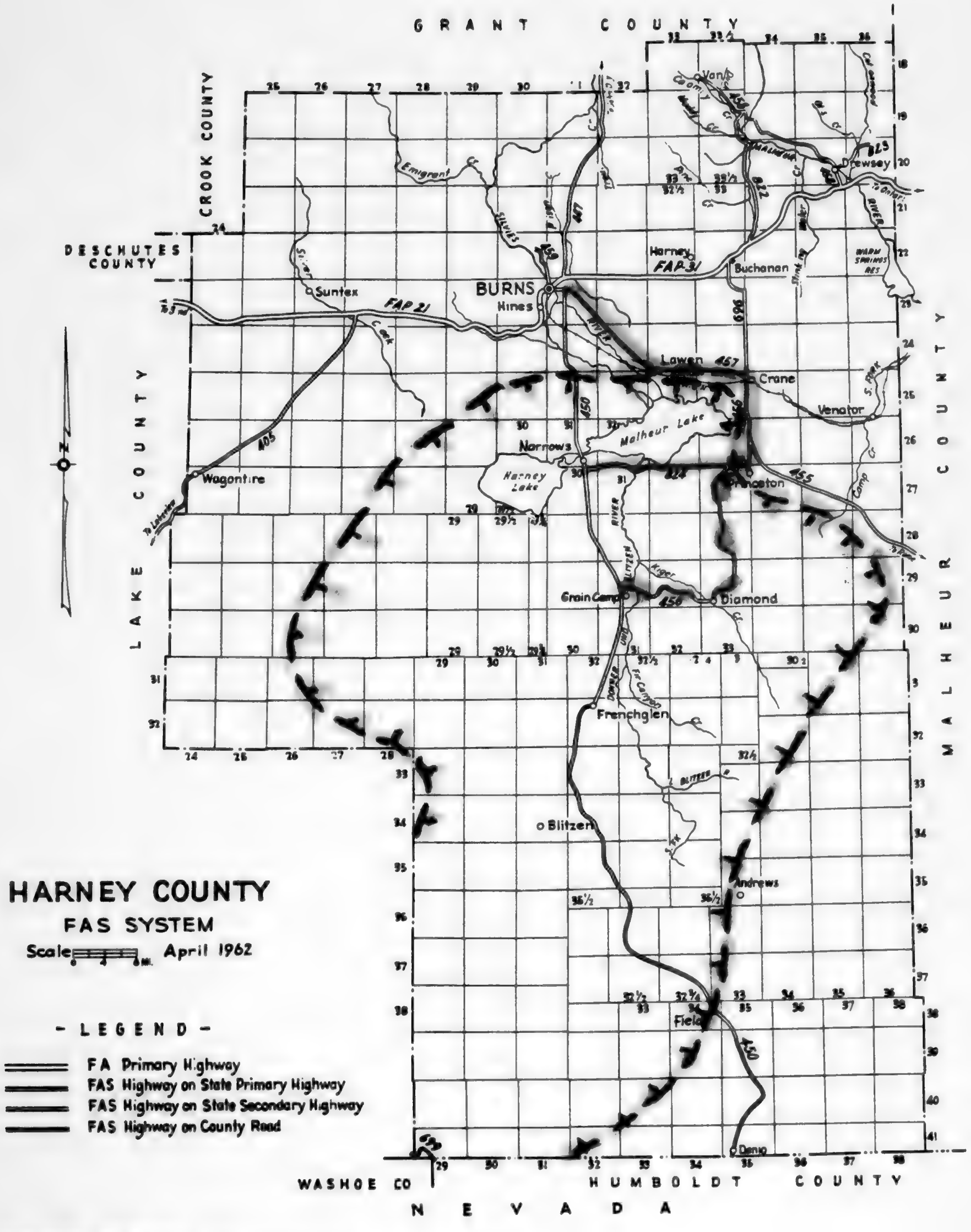
Exhibit 'A'



*** OREGON ***

Pacific Ocean
Astoria
Westport
Clatskanie
Rainier
Seaside
CLATSOP
COLUMBIA
St. Helens
Wheeler
Oceanside
Tillamook
TILLAMOOK
Forest Grove
Hillsboro
WASHINGTON
Portland
MULTNOMAH
Sandy
Hebo
Yamhill
Newberg
McMinnville
YAMHILL
Oregon City
CLACKAMAS
Otis
Valley Jc.
Amity
Woodburn
Kernville
Dallas
Salem
POLK
Monmouth
Independence
MARION
Mill City
Detroit
Newport
Toledo
Corvallis
Albany
LINCOLN
BENTON
Lebanon
LINN
Waldport
Alsea
Yachats
Sweet Home
Junction City
Florence
Mapleton
Eugene
Springfield
Blue River
LANE
Reedsport
Cottage Grove
Oakridge
Drain
Elkton
North Bend
Coos Bay
COOS
Coquille
Bandon
Myrtle Point
Sutherlin
DOUGLAS
Roseburg
Canyonville
Port Orford
CURRY
Gold Beach
Prospect
Trail
Grants Pass
JOSEPHINE
Medford
JACKSON
Ashland
Kerby
Brookings
Oregon Caves
Hood River
Cascade Locks
HOOD RIVER
The Dalles
Dufur
Wasco
Moro
SHERMAN
Maupin
WASCO
Shaniko
Arlington
GILLIAM
Condon
Fossil
JEFFERSON
Madras
WHEELER
Spray
Kimberly
Mitchell
Sisters
Redmond
Prineville
Bend
CROOK
DESCHUTES
Brothers
Lapine
Crescent
Chemult
Silver Lake
LAKE
Paisley
Valley Falls
Lakeview
Klamath Agency
KLAMATH
Klamath Falls
Keno
Merrill
Dairy
Bonanza
Beatty
Bly
Umatilla
Hermiston
Lexington
MORROW
Heppner
Pendleton
UMATILLA
Pilot Rock
Milton-Freewater
Weston
Athena
Elgin
Minam
WALLOWA
Enterprise
Joseph
LaGrande
UNION
North Powder
Haines
Homestead
Pine
Baker
BAKER
Durkee
Long Creek
GRANT
Dayville
John Day
Canyon City
Unity
Huntington
Brogan
Ontario
Vale
Nyssa
CROOK
Juntura
Burns
Crane
Princeton
Wagontire
HARNEY
MALHEUR
Jordan Valley
Rome

Exhibit 'B'


GRANT COUNTY
CROOK COUNTY
DESCHUTES COUNTY
LAKE COUNTY
MALHEUR COUNTY
WASHOE CO
HUMBOLDT COUNTY
NEVADA
BURNS
Hines
Suntex
Wagontire
Lawen
Crane
Venator
Buchanan
Harney
Drewsey
Van
Narrows
Malheur Lake
Harney Lake
Princeton
Diamond
Grain Camp
Frenchglen
Blitzen
Andrews
Fields
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WARM SPRINGS RES
Emigrant Cr.
Silvies
Malheur
Blitzen River
Kiger
HARNEY COUNTY
FAS SYSTEM
Scale 0 4 8 M.
April 1962
- LEGEND -
FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

Area affected by road closure

Current detour

Possible future detour

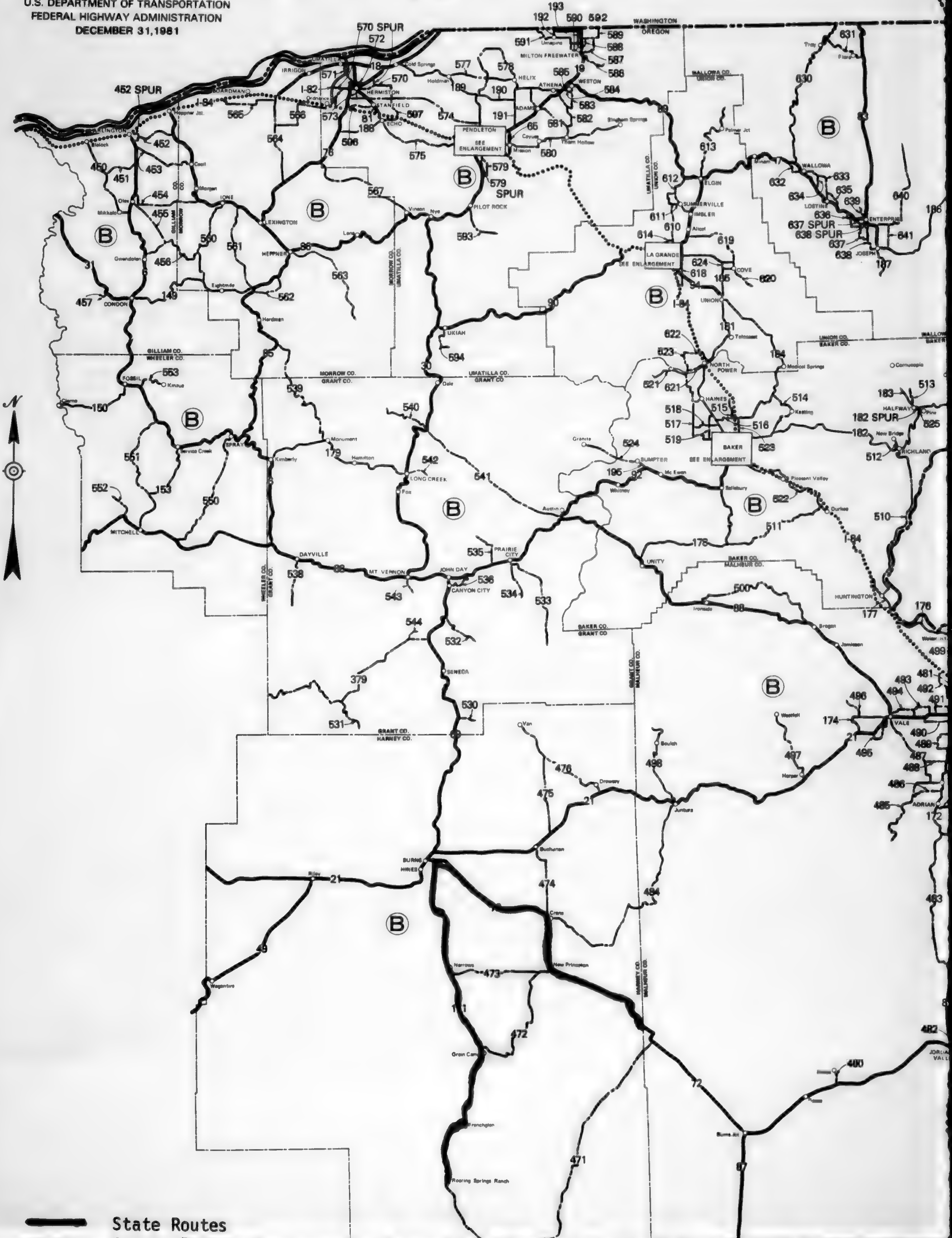
STATE OF OREGON
FEDERAL AID SYSTEM

prepared by the
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PROJECT MANAGEMENT BRANCH
in cooperation with
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
DECEMBER 31,1981

Exhibit 'C'

LEGEND

●●●●●●●	(I 5 to I 500)	Federal Aid Interstate System
▬▬	(1 to 99)	Federal Aid Primary System
▬	(100 to 299)	Federal Aid Secondary on State Highway System
▬ ▬ ▬	(300 to 999)	Federal Aid Secondary on County Road
		Ⓐ Western Counties
		Ⓑ Eastern Counties
▬ ▬ ▬ ▬	(1000 to 9999)	Federal Aid in Urban Areas
⬭		Federal Aid on Located Alignment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570 SPUR
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452 SPUR
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IRRIGON
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STANFIELD
ARLINGTON
PENDLETON SEE ENLARGEMENT
MILTON FREEWATER
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WESTON
HELIX
ADAMS
PILOT ROCK
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HEPPNER
LEXINGTON
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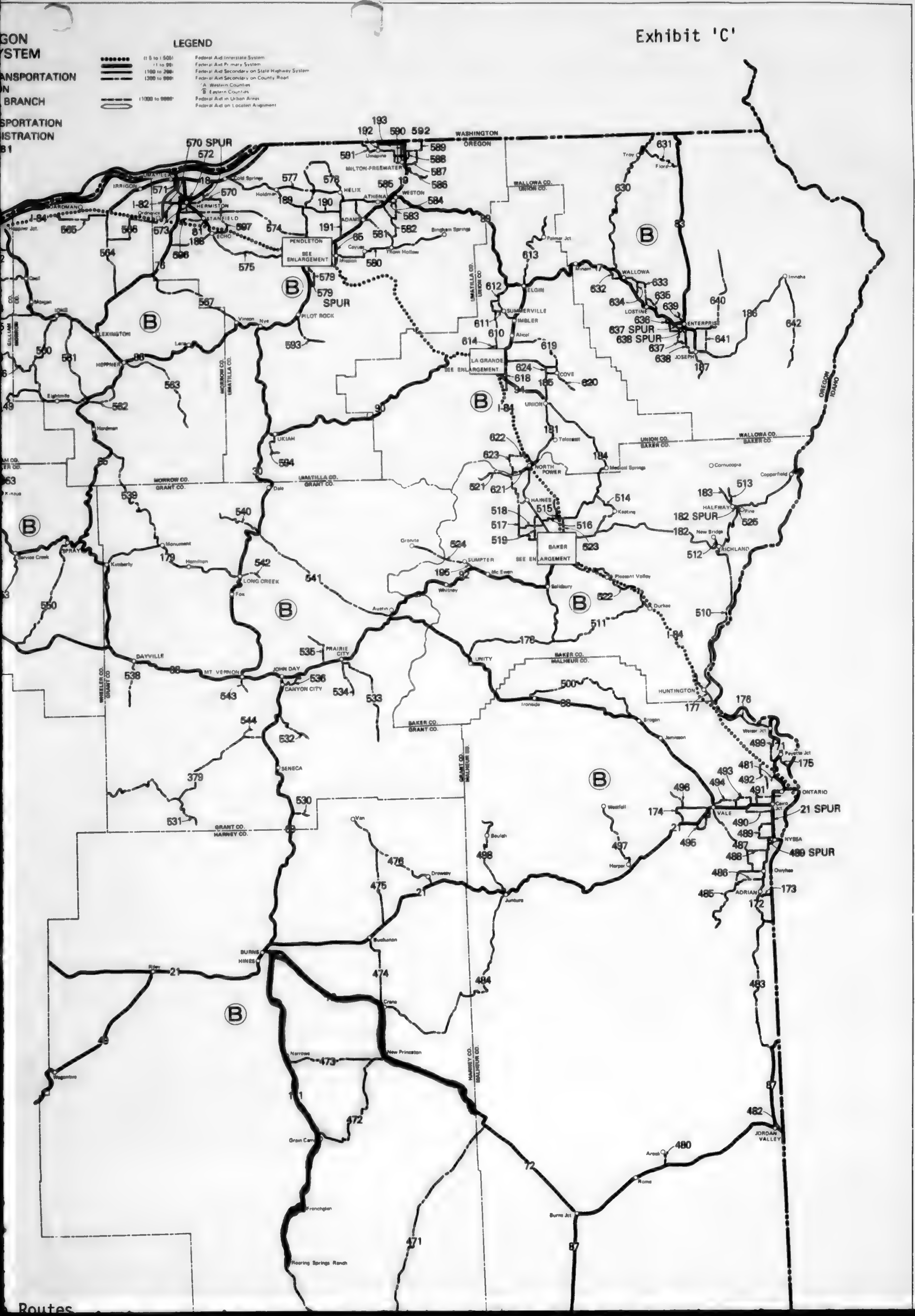
CONDON
FOSSIL
SPRAY
MITCHELL
ELGIN
SUMMERVILLE
IMBLER
LA GRANDE SEE ENLARGEMENT
COVE
UNION
NORTH POWDER
HAINES
BAKER SEE ENLARGEMENT
SUMPTER
UKIAH
WALLOWA
LOSTINE
ENTERPRISE
JOSEPH
637 SPUR
638 SPUR
HALFWAY
RICHLAND
182 SPUR
HUNTINGTON
UNITY
LONG CREEK
DAYVILLE
MT VERNON
JOHN DAY
CANYON CITY
PRAIRIE CITY
SENECA
BURNS
HINES
VALE
ADRIAN
JORDAN VALLEY
MORROW CO.
GRANT CO.
UMATILLA CO.
GILLIAM CO.
WHEELER CO.
UNION CO.
BAKER CO.
WALLOWA CO.
MALHEUR CO.
HARNEY CO.
B
N

▬ State Routes
County Routes

Exhibit 'C'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81
LEGEND
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(1 to 99) Federal Aid Primary System
(100 to 299) Federal Aid Secondary on State Highway System
(300 to 999) Federal Aid Secondary on County Road
A Western Counties
B Eastern Counties
(1000 to 9999) Federal Aid in Urban Areas
Federal Aid on Located Alignment
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Pleasant Valley
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Cornucopia
Copperfield
HALFWAY
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New Bridge
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SUMPTER
Granite
Mc Ewen
Whitney
Austin
Salisbury
UNITY
PRAIRIE CITY
JOHN DAY
CANYON CITY
MT VERNON
DAYVILLE
Monument
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Fox
Kimberly
SPRAY
Service Creek
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Ironside
Brogan
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Weiser Jct
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Cairo Jct
21 SPUR
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Harper
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Juntura
Drewsey
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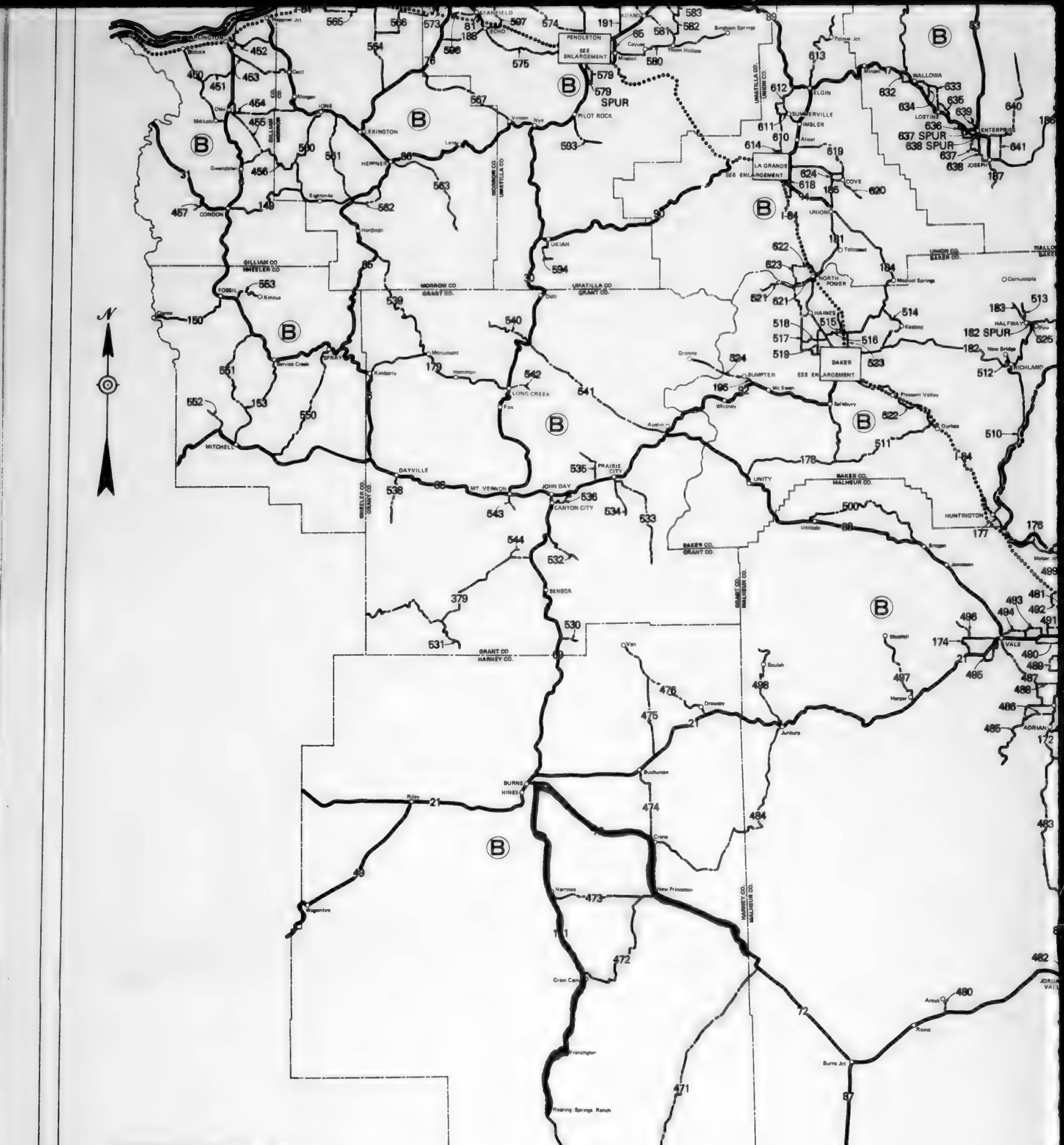
Riley
Wagontire
Crane
New Princeton
Narrows
Frenchglen
Roaring Springs Ranch
Burns Jct
Rome
Arock
JORDAN VALLEY
UMATILLA CO.
MORROW CO.
GRANT CO.
WHEELER CO.
HARNEY CO.
MALHEUR CO.
BAKER CO.
UNION CO.
WALLOWA CO.
GILLIAM CO.
Routes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SEE ENLARGEMENT
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PILOT ROCK
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DAYVILLE
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JOHN DAY
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PRAIRIE CITY
LONG CREEK
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Riley
Wagontire
New Princeton
Narrows
Crane
Buchanan
Drewsey
Juntura
Frenchglen
Roaring Springs Ranch
Andrews
Fields
Denio
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Rome
Arock
McDermitt
OREGON
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SUMMERVILLE
IMBLER
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UNION
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MORROW CO
GRANT CO
UMATILLA CO
UNION CO
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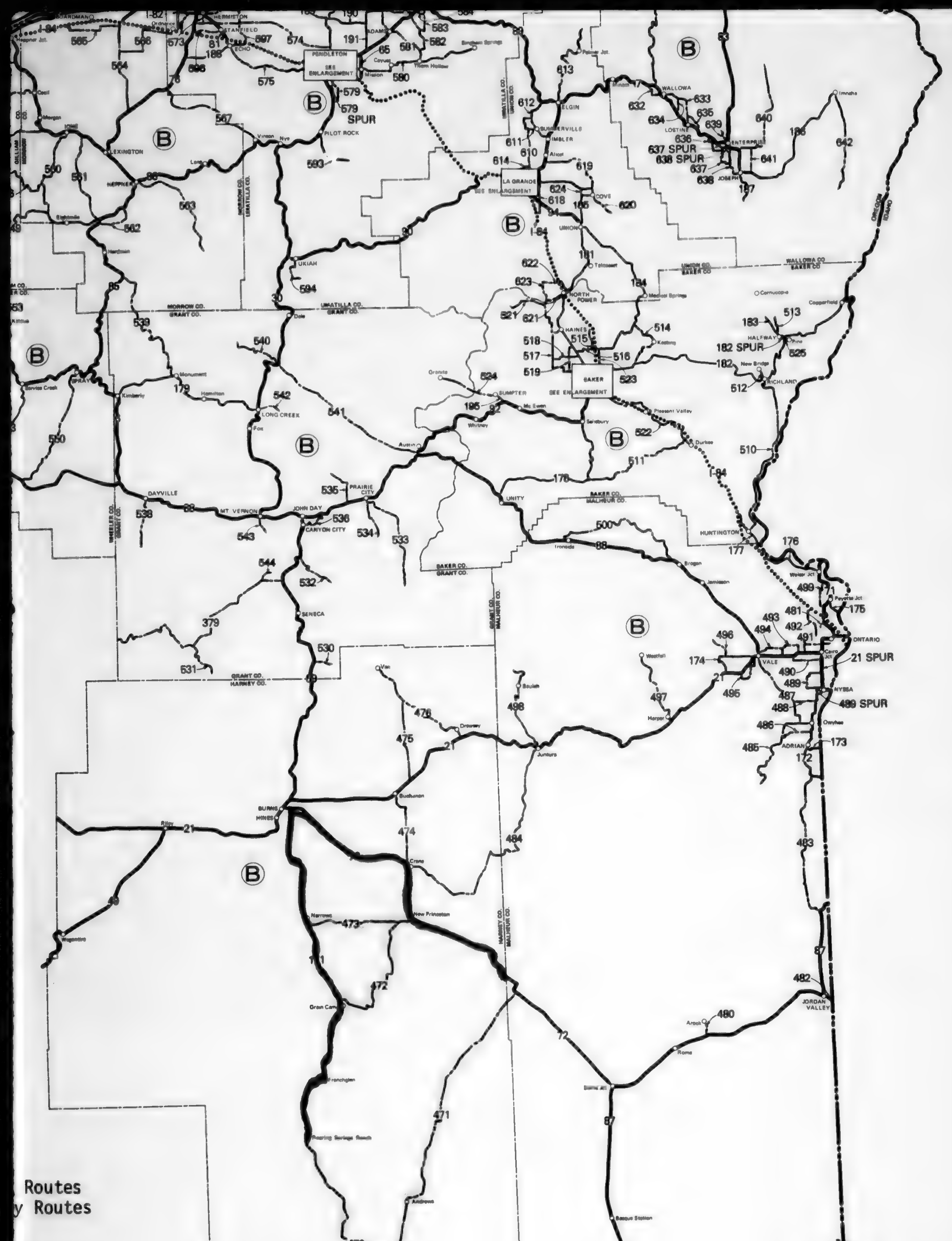
State Routes
County Routes



HERMISTON
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Cayuse
Thorn Hollow
Bingham Springs
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PILOT ROCK
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Vinson
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Hardman
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Dale
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UMATILLA CO.
GRANT CO.
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Monument
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Hamilton
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LONG CREEK
Fox
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SPRAY
Service Creek
Kimberly
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DAYVILLE
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MT VERNON
543
JOHN DAY
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CANYON CITY
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PRAIRIE CITY
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GRANT CO.
HARNEY CO.
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473
Narrows
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Frenchglen
Roaring Springs Ranch
Andrews
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Fields
Denio
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NEVADA
McDermitt
Basque Station
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Burns Jct.
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Rome
Arock
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JORDAN VALLEY
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Crane
New Princeton
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Buchanan
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Drewsey
Juntura
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Beulah
Van
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Harper
Westfall
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VALE
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ADRIAN
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173
Owyhee
NYSSA
21 SPUR
ONTARIO
Cairo Jct
Payette Jct
175
481
499
Weiser Jct
Jamieson
Brogan
88
Ironside
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UNITY
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511
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Durkee
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BAKER SEE ENLARGEMENT
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Telocaset
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Medical Springs
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Keating
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New Bridge
RICHLAND
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182 SPUR
HALFWAY
Pine
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513
183
Copperfield
Cornucopia
UNION CO.
BAKER CO.
WALLOWA CO.
OREGON
IDAHO
Pleasant Valley
Salisbury
Sumpter
SUMPTER
524
Granite
195
Mc Ewen
Whitney
Austin
BAKER CO.
MALHEUR CO.
BAKER CO.
GRANT CO.
GRANT CO.
MALHEUR CO.
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COVE
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UNION
UMATILLA CO.
UNION CO.
Palmer Jct.
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LOSTINE
ENTERPRISE
JOSEPH
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187
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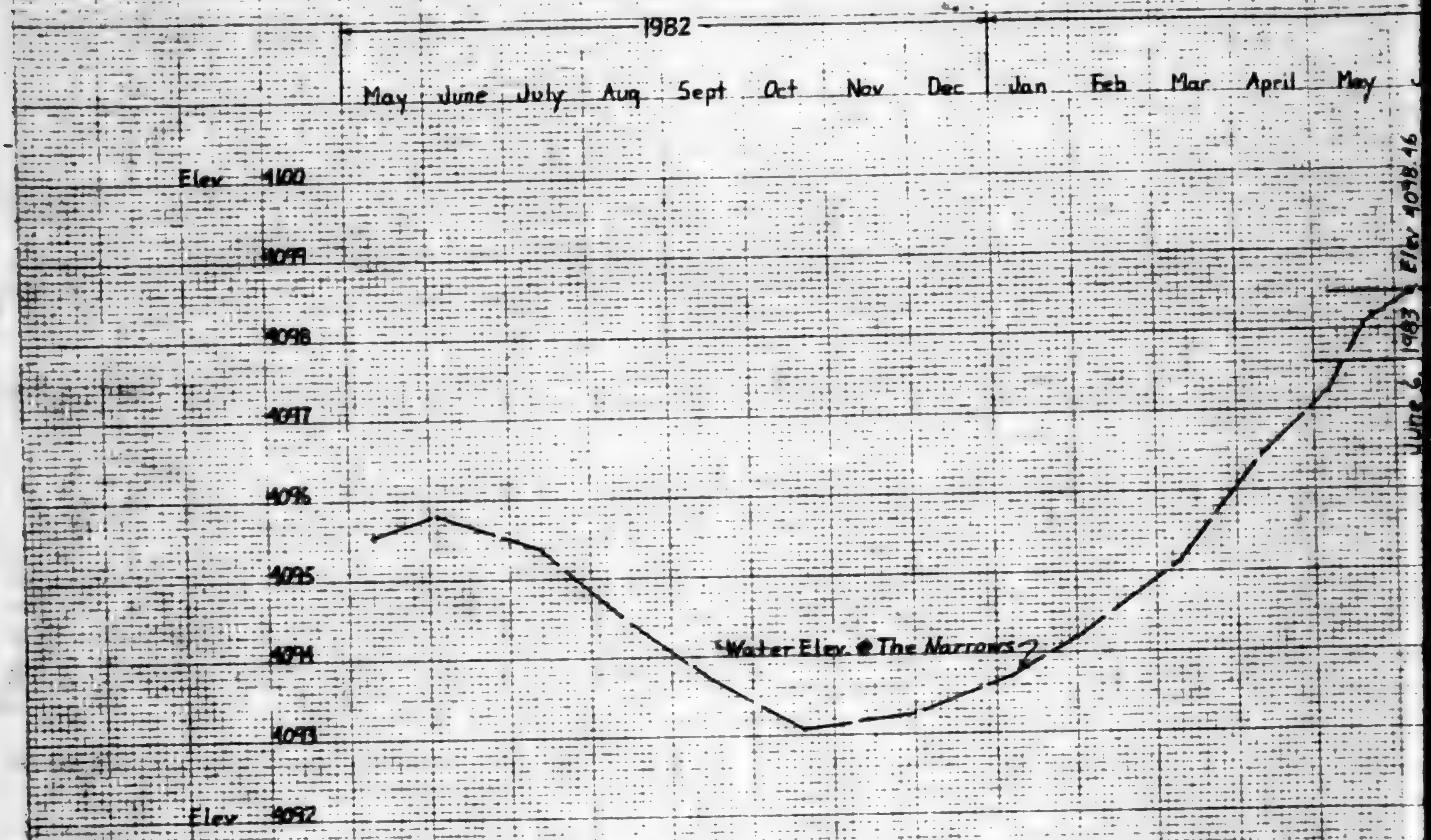
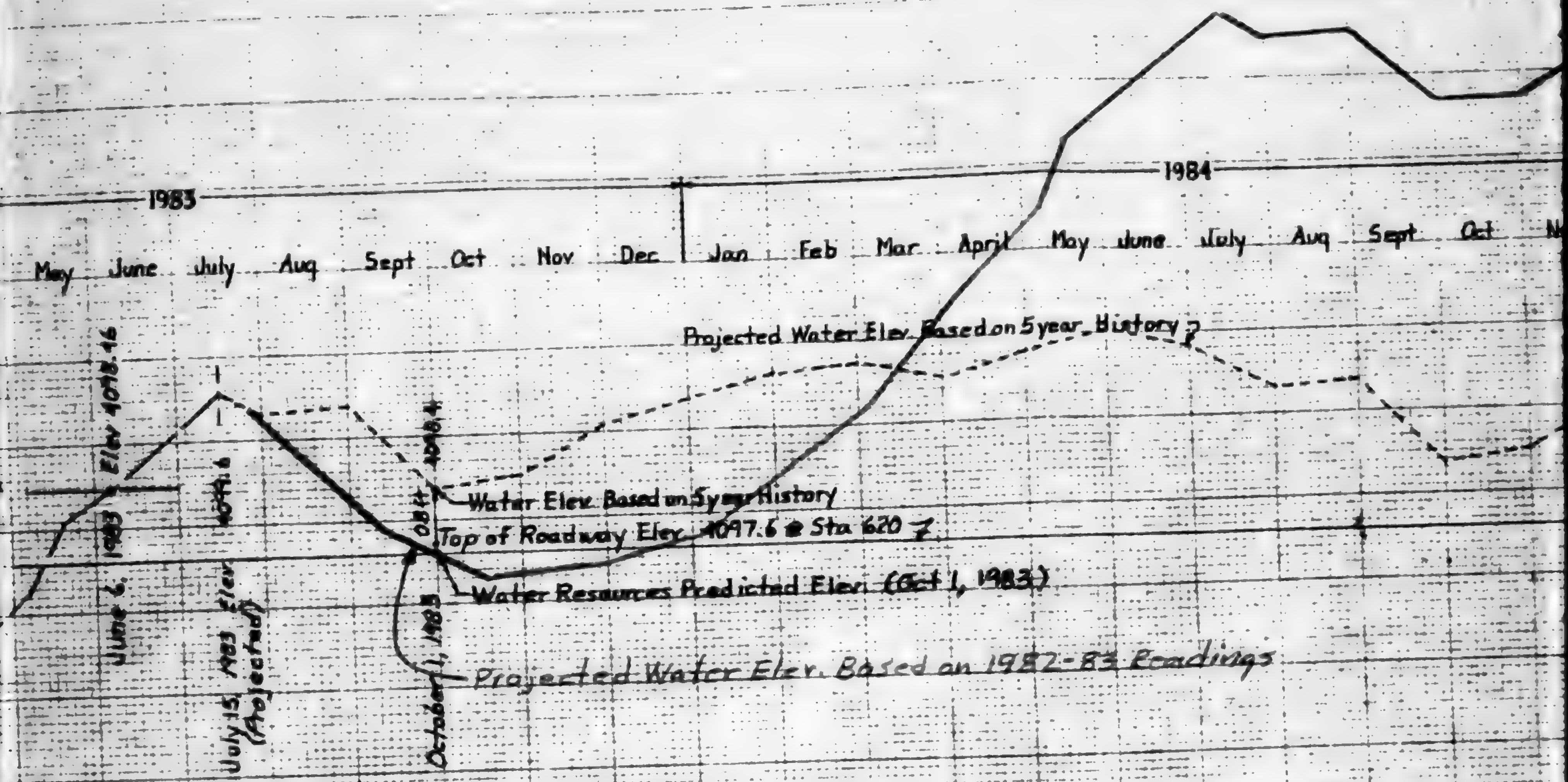
Routes
y Routes

SHEET 3 OF 4

MALHEUR LAKE
HARNEY COUNTY



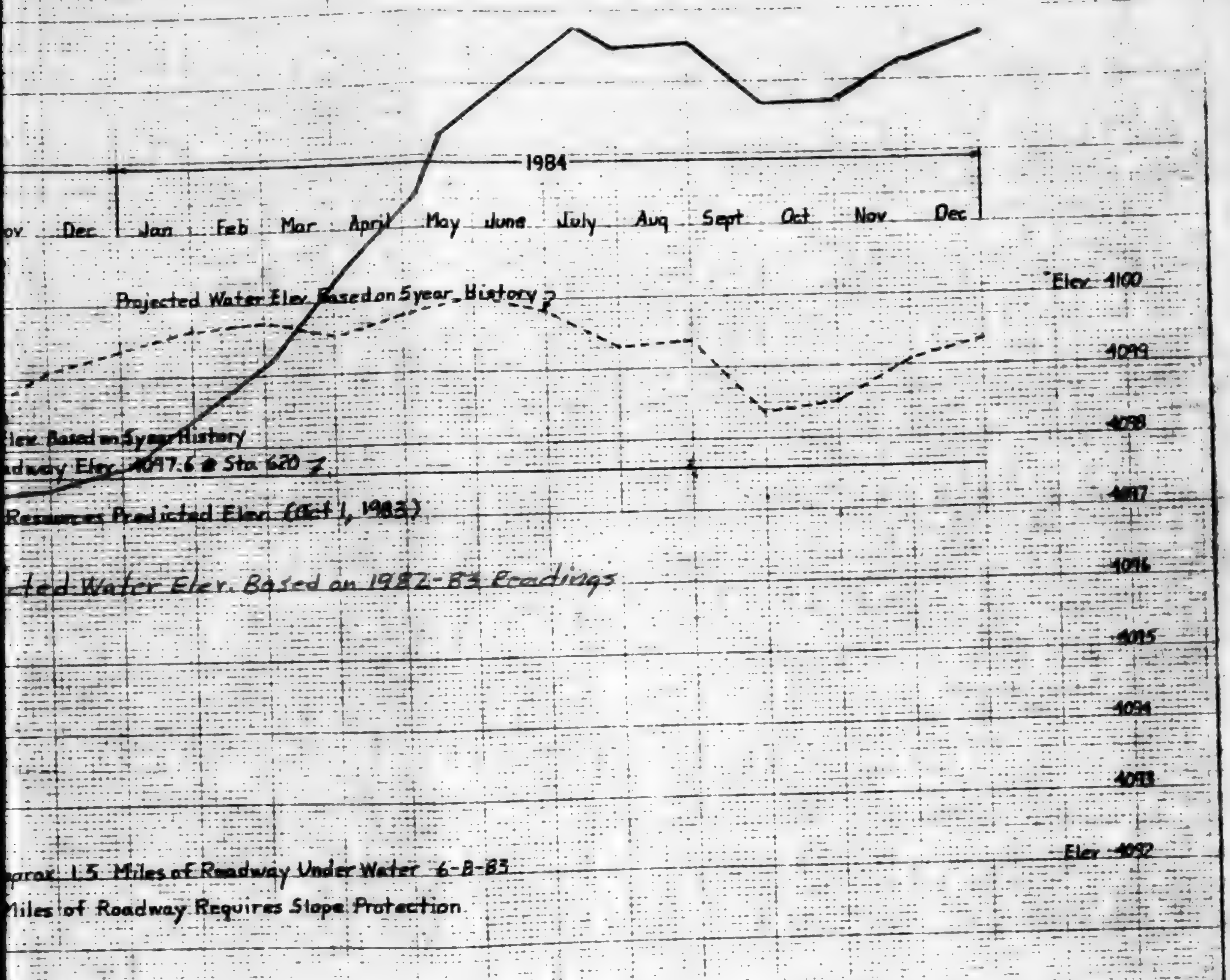
SOURCE
Oregon State Water Resource Department
And
USGS Publication
"Water Resources Data for Oregon"



Note: Approx 1.5 Miles of Roadway Under Water 6-8-83
5 Miles of Roadway Requires Slope Protection

OREGON STAT
MALHEUR
FRENCH
HARNEY

Exhibit "D"



OREGON STATE HIGHWAY DIVISION
MALHEUR LAKE SECTION
FRENCH GLEN HWY.
HARNEY COUNTY
June 9, 1983

The following
Document(s)
are
Photographs

VIEW LOOKING NORTHERLY FROM A POINT ABOUT THREE MILES NORTH OF NARROWS BRIDGE ON THE FRENCHGLEN HIGHWAY. THE ROADWAY IS DELINEATED BY THE POSTS AND THE FLOODED LENGTH OF HIGHWAY IS ABOUT ONE MILE.

EXHIBIT F

(1 OF 3)

VIEW LOOKING SOUTHERLY AT THE FLOODING OVER THE HIGHWAY AT NARROWS ON THE FRENCHGLEN HIGHWAY BETWEEN M.P. 21.7 AND M.P. 22.4. STEENS MOUNTAIN IS IN THE BACKGROUND SHOWING SNOWPACK WHICH IS YET TO BE ADDED TO THE LAKE ELEVATION.

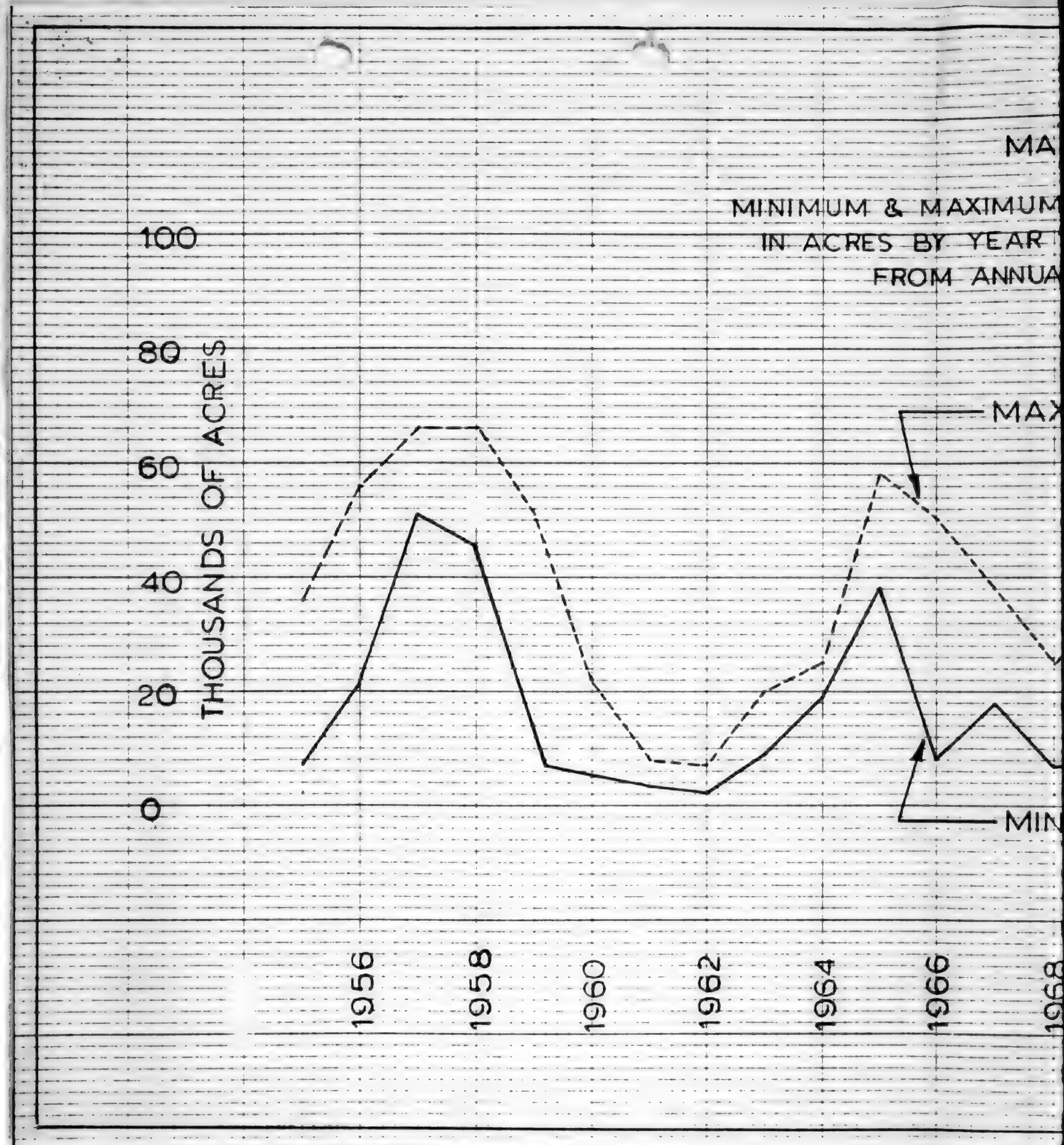
EXHIBIT F

(2 OF 3)

VIEW LOOKING WESTERLY FROM A POINT 1½ MILES EASTERLY OF THE MALHEUR WILDLIFE REFUGE HEADQUARTERS WHICH IS VISIBLE IN THE RIGHT BACKGROUND. THE DARKENED AREA ON THE ROADWAY SHOULDERS IS CAUSED BY SATURATION FROM RISING WATERS OF MALHEUR LAKE.

EXHIBIT F

(3 OF 3)


MA
MINIMUM & MAXIMUM
IN ACRES BY YEAR
FROM ANNUA
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60
40
20
0
THOUSANDS OF ACRES
MAX
MIN
1956
1958
1960
1962
1964
1966
1968

Exhi

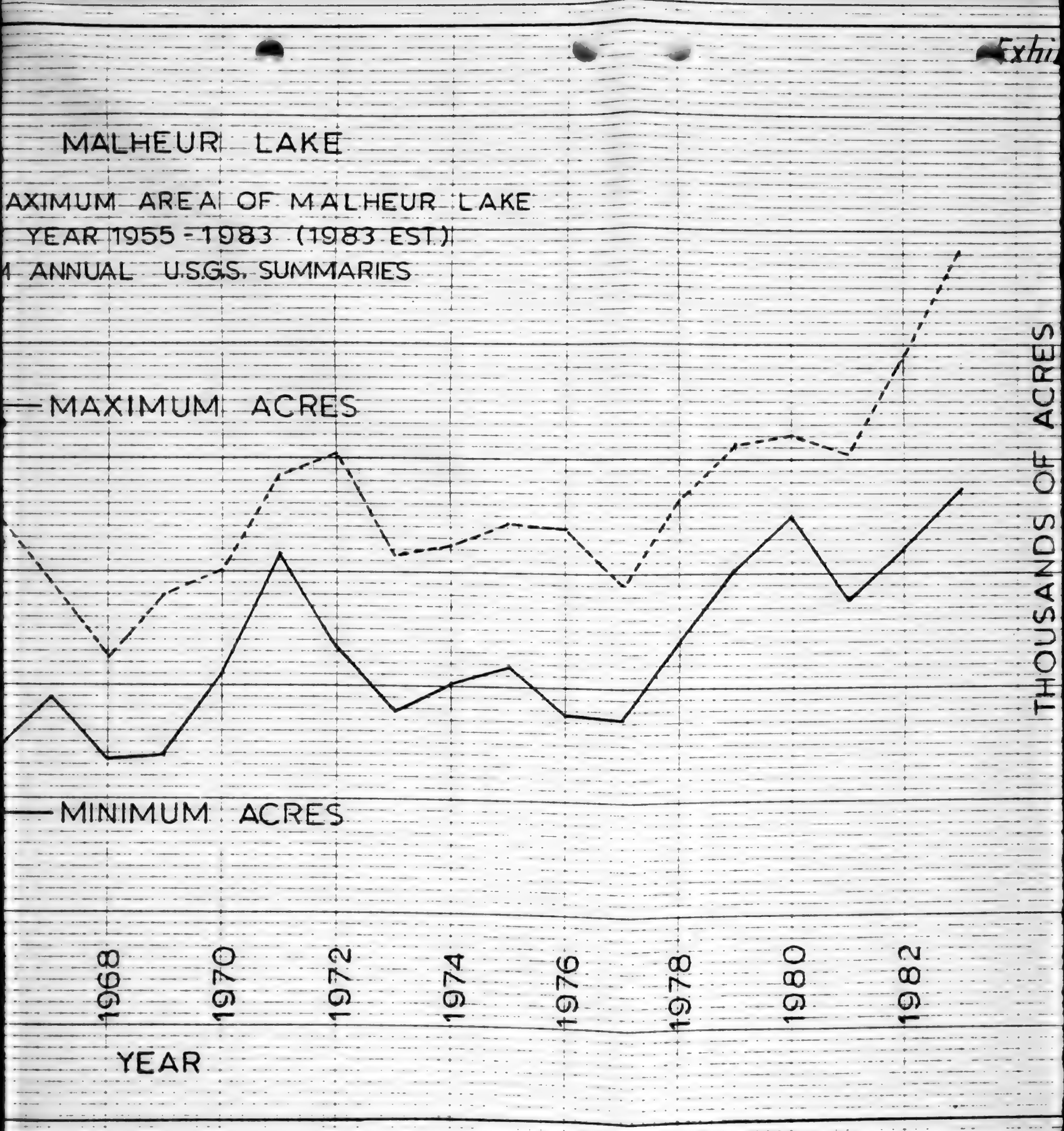

MALHEUR LAKE
AXIMUM AREA OF MALHEUR LAKE
YEAR 1955-1983 (1983 EST.)
M ANNUAL U.S.G.S. SUMMARIES
MAXIMUM ACRES
MINIMUM ACRES
THOUSANDS OF ACRES
1968
1970
1972
1974
1976
1978
1980
1982
YEAR

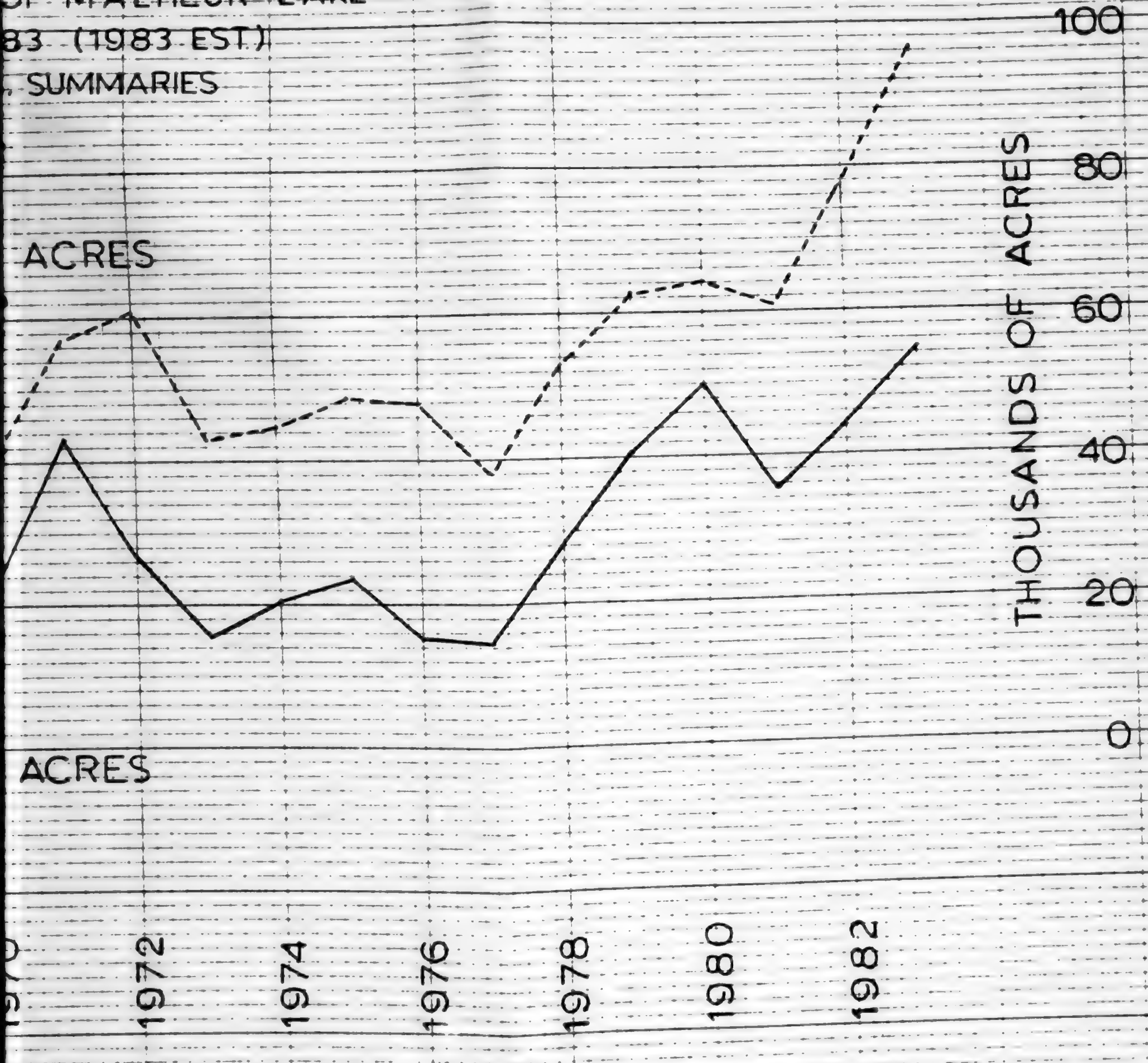
Exhibit "E"

LAKE

OF MALHEUR LAKE

83 (1983 EST.)

. SUMMARIES



26
25
Silver
Point
36
35
2
11
12
Big Red
13
23
22
26
25
27
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36
1
11
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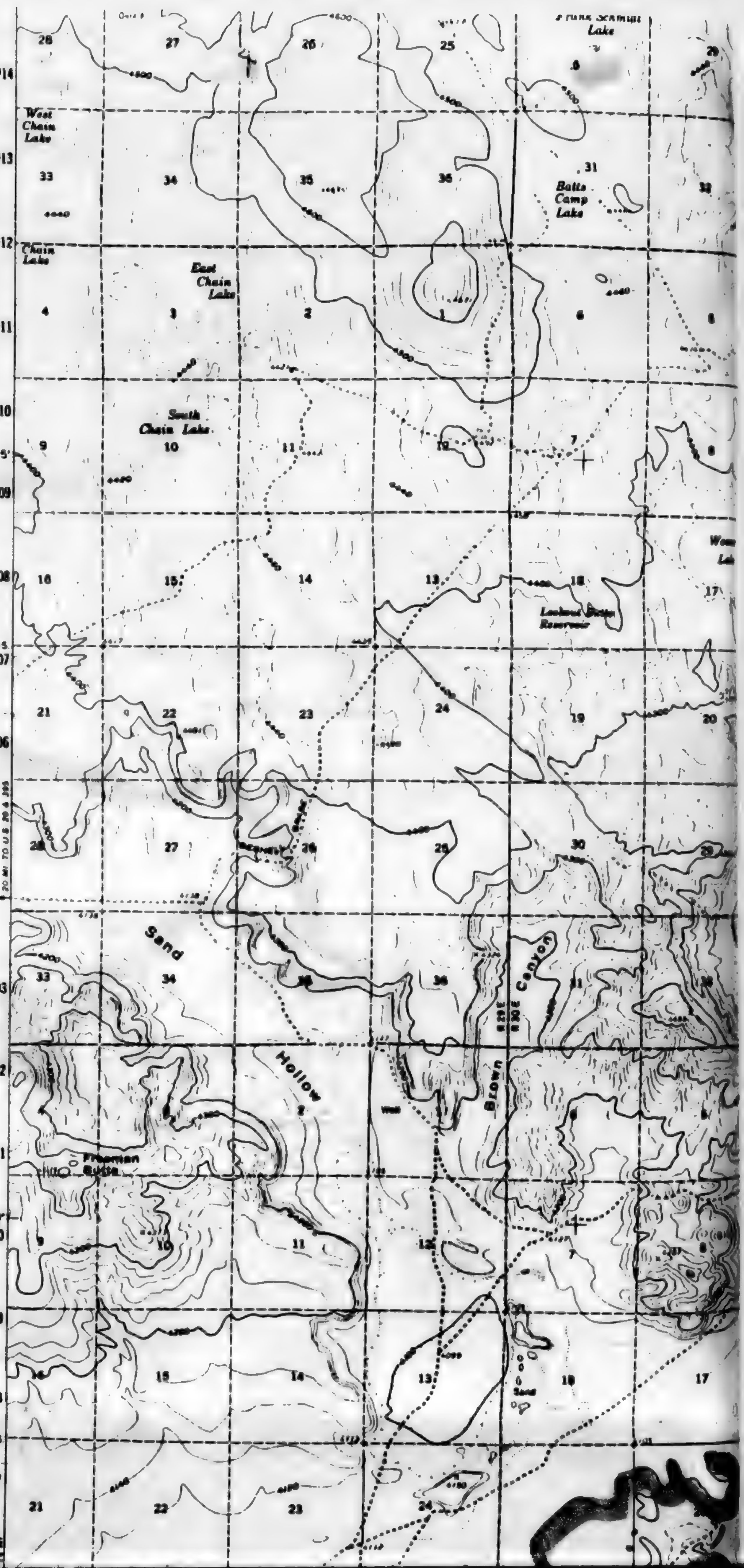
24



Frank Schmidt Lake
26
27
26
25
29
4814
West Chain Lake
4813
33
34
35
36
31
32
Batts Camp Lake
4812
Chain Lake
East Chain Lake
4811
4
3
2
1
6
5
4810
South Chain Lake
9
10
11
12
7
8
25'
4809
4808
16
15
14
13
18
17
Lookout Butte Reservoir
T 25 S
4807
21
22
23
24
19
20
4806
20 MI TO US 20 & 395
28
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26
25
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Sand
33
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36
31
4803
R 25 E
R 26 E
Canyon
Hollow
4802
Brown
4801
Freeman Butte
20'
4800
9
10
11
12
7
8
4799
16
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17
Sand
4798
T 26 S
4797
21
22
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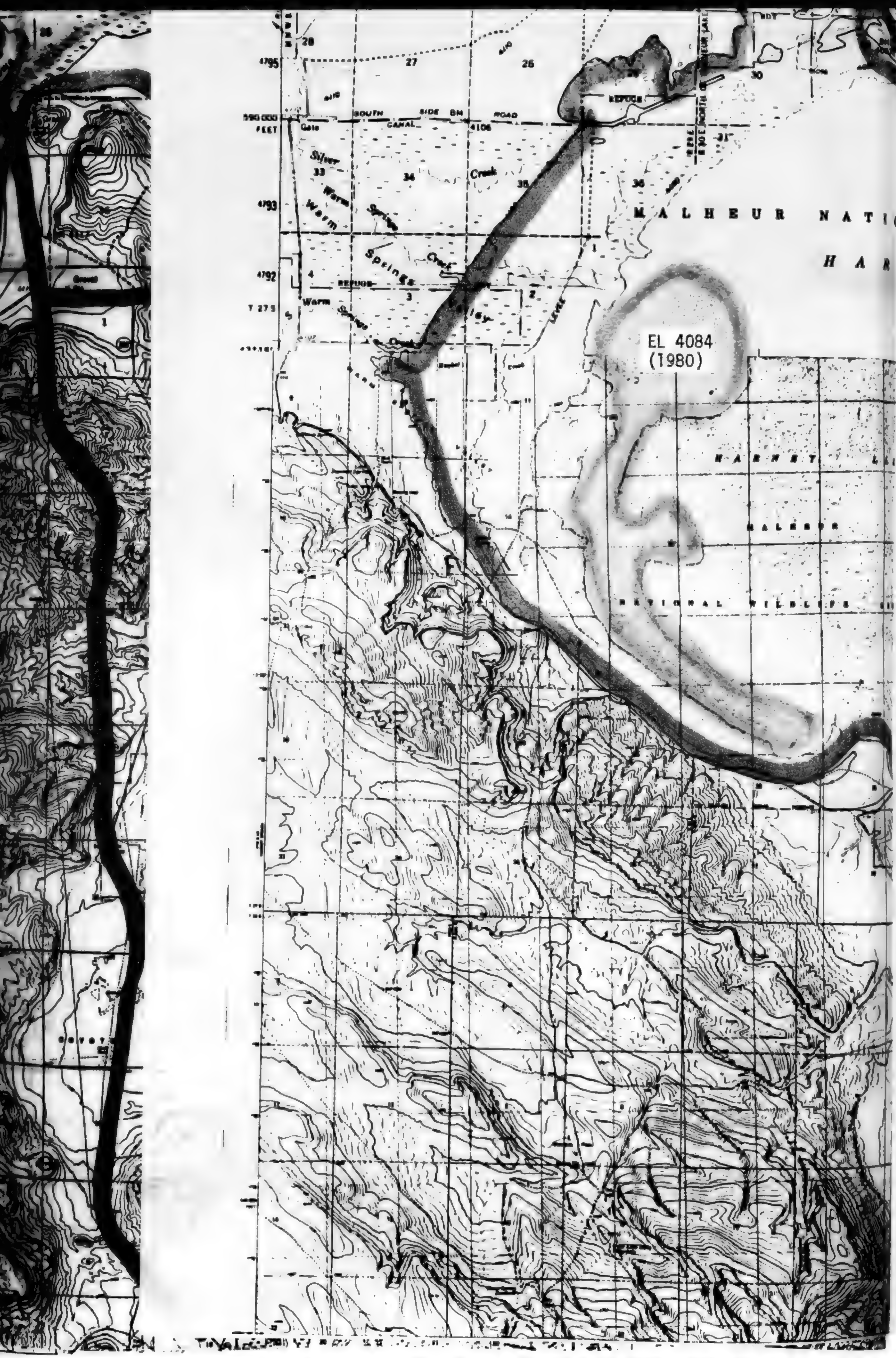
24


EL 4084
(1980)
MALHEUR NATI
HAR
HARNEY LA
MALHEUR
NATIONAL WILDLIFE
SOUTH SIDE BN ROAD
CANAL
Gate
4106
REFUGE
Silver Creek
Warm Springs Creek
Warm Springs Valley
Warm Springs
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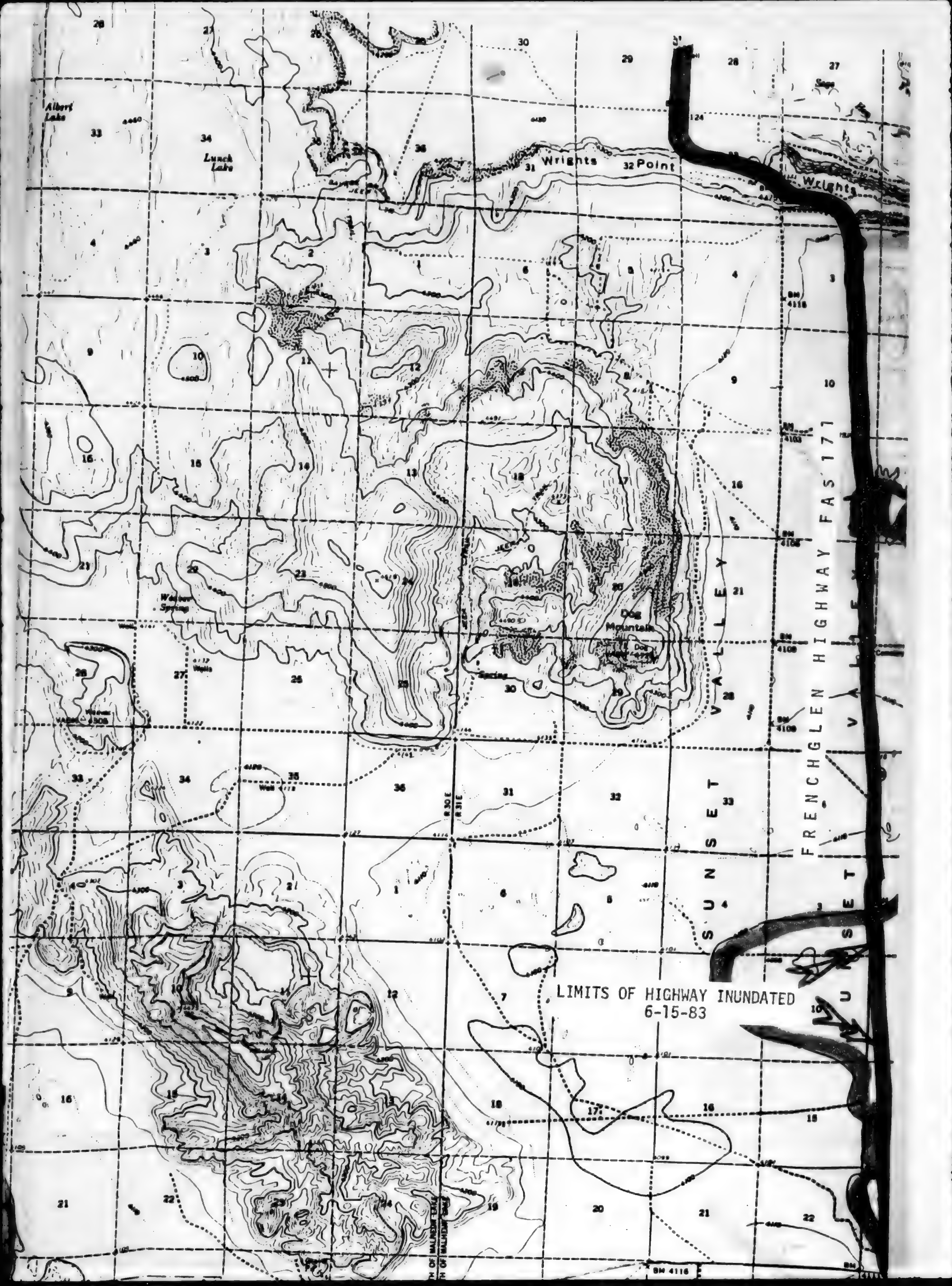
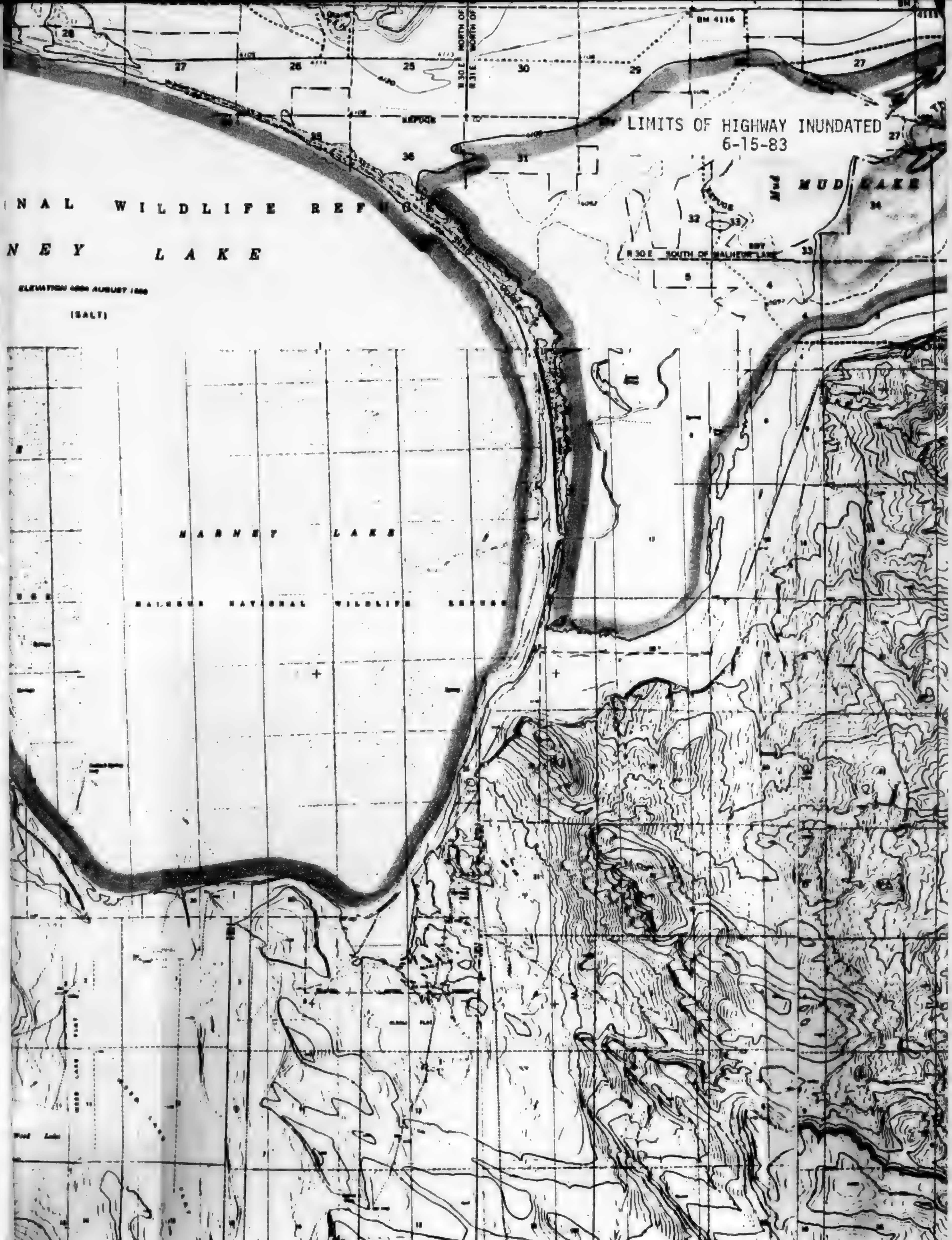

Albert Lake
Lunch Lake
Wrights Point
Wrights
FRENCHGLEN HIGHWAY FAS 171
SUNSET VALLEY
SUNSET VALLEY
Dog Mountain
Wagner Spring
Spring
Well
R30E
R31E
BM 4116

LIMITS OF HIGHWAY INUNDATED
6-15-83


LIMITS OF HIGHWAY INUNDATED
6-15-83
NAL WILDLIFE REFUGE
NEY LAKE
(SALT)
HARNEY LAKE
MALHEUR NATIONAL WILDLIFE REFUGE
MUD LAKE
BM 4116
REFUGE
R 30 E
R 31 E
NORTH OF
SOUTH OF MALHEUR LAKE
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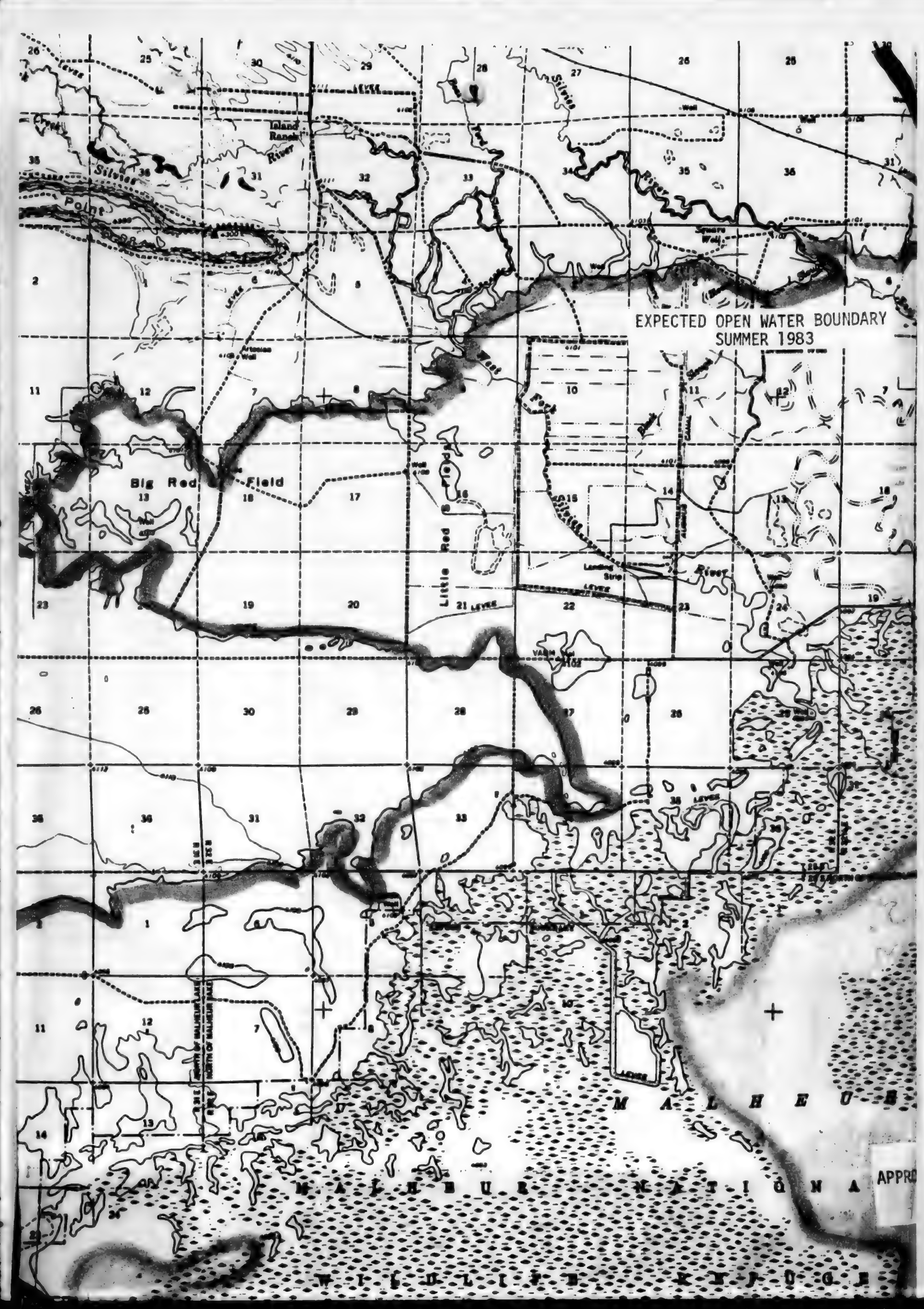
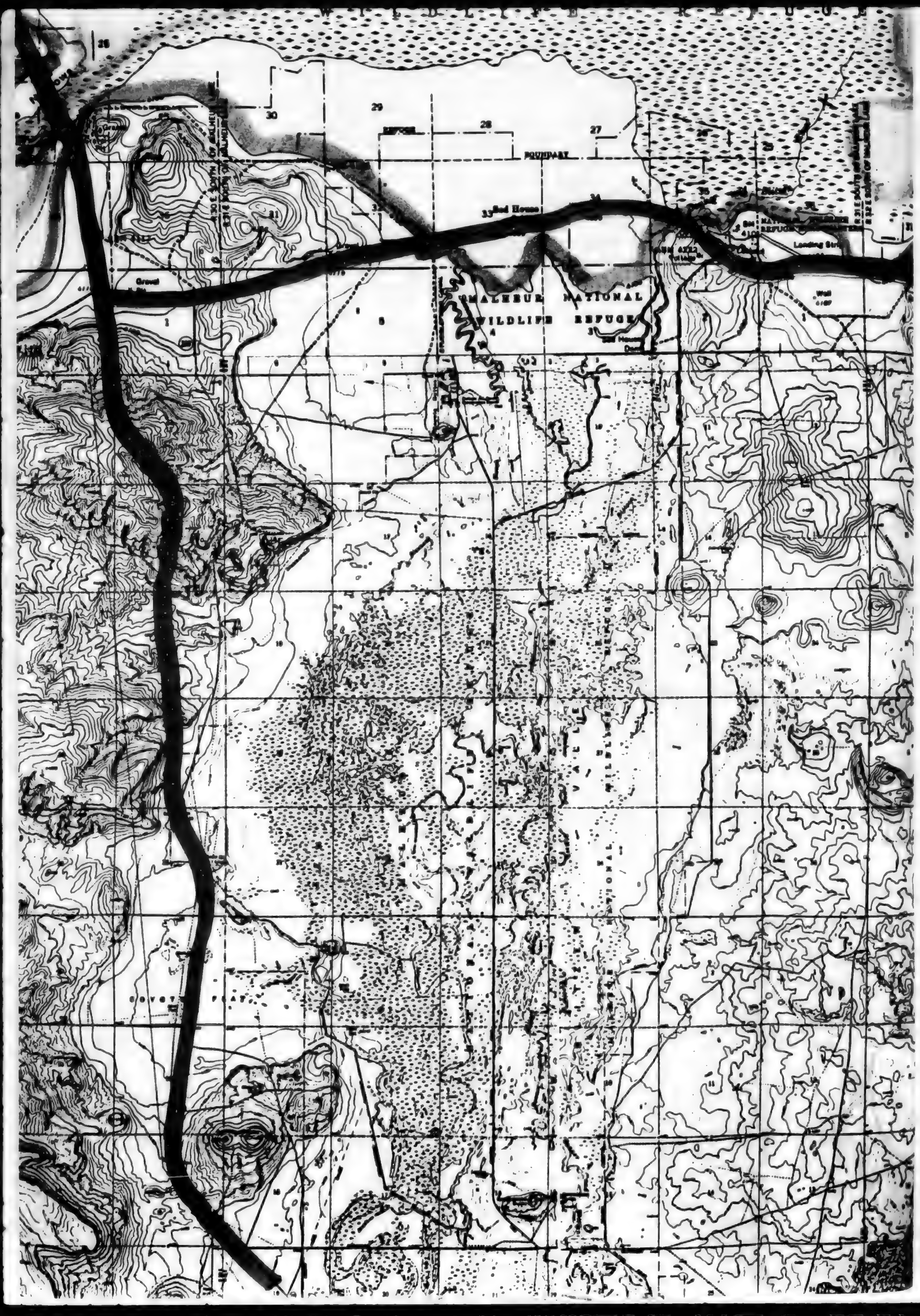
27
Wood Lake



WILDLIFE REFUGE
30
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REFUGE
BOUNDARY
Sod House
33
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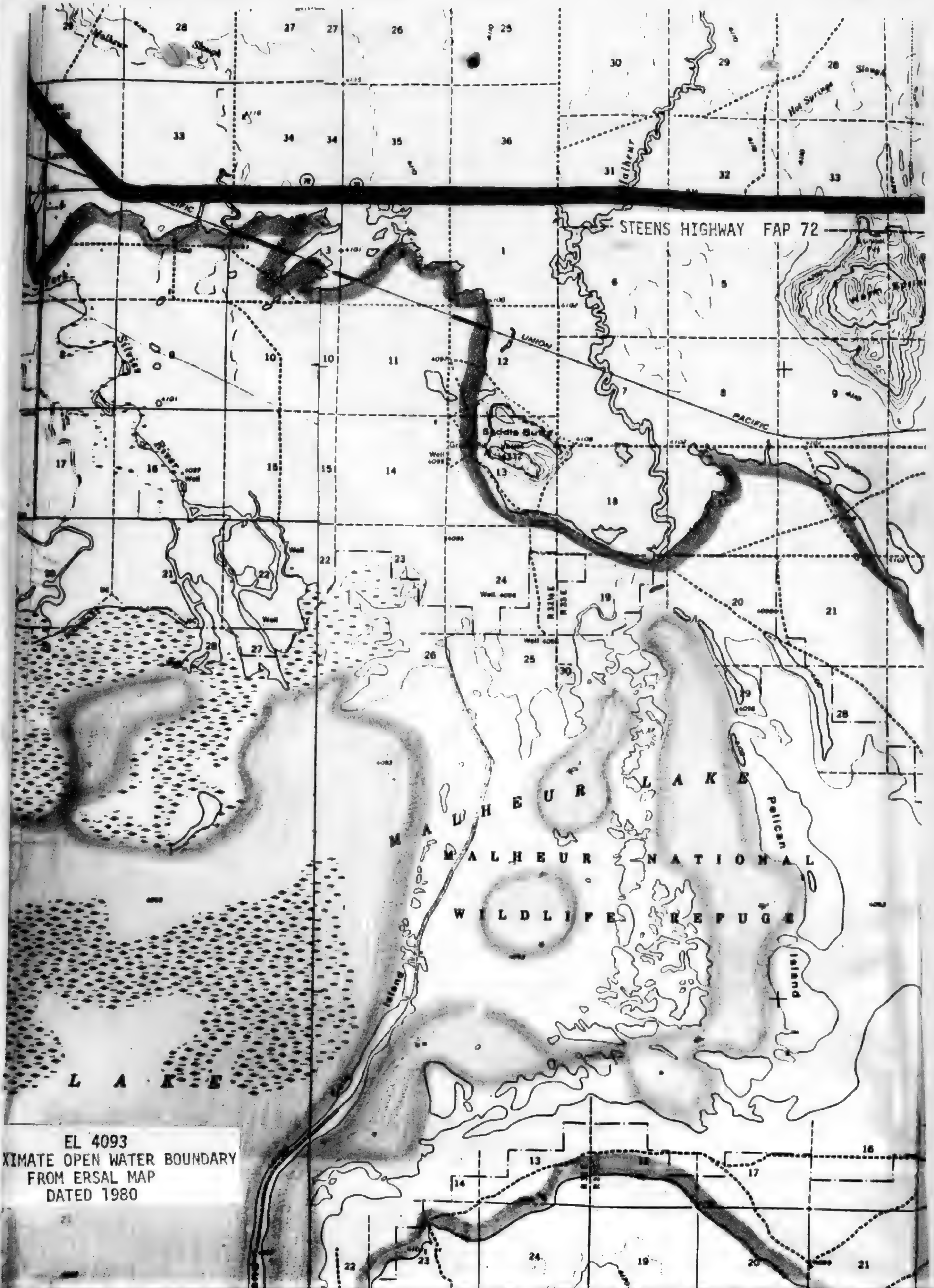
Gravel
MALHEUR NATIONAL
WILDLIFE REFUGE
Sod House
Dam
Landing Strip
Well
COYOTE FLAT


STEENS HIGHWAY FAP 72
MALHEUR LAKE
MALHEUR NATIONAL WILDLIFE REFUGE
LAKE
Pelican Island
Island
Saddle Butte
UNION
PACIFIC
Malheur
River
Silvies
Hot Springs
Slough
Well
R32W E
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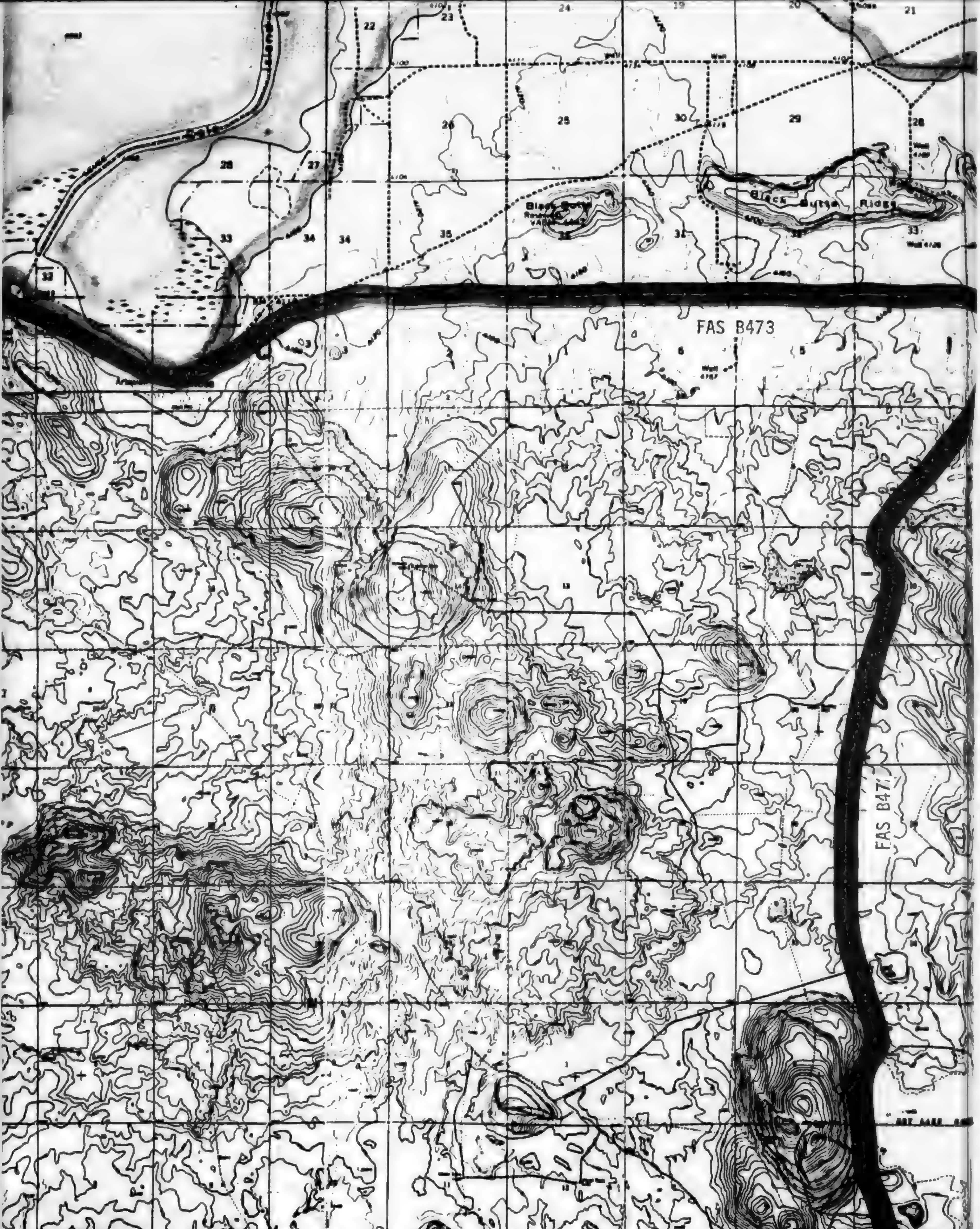
EL 4093
XIMATE OPEN WATER BOUNDARY
FROM ERSAL MAP
DATED 1980


Black Butte Ridge
Black Butte Reservoir
FAS B473
FAS B47
22
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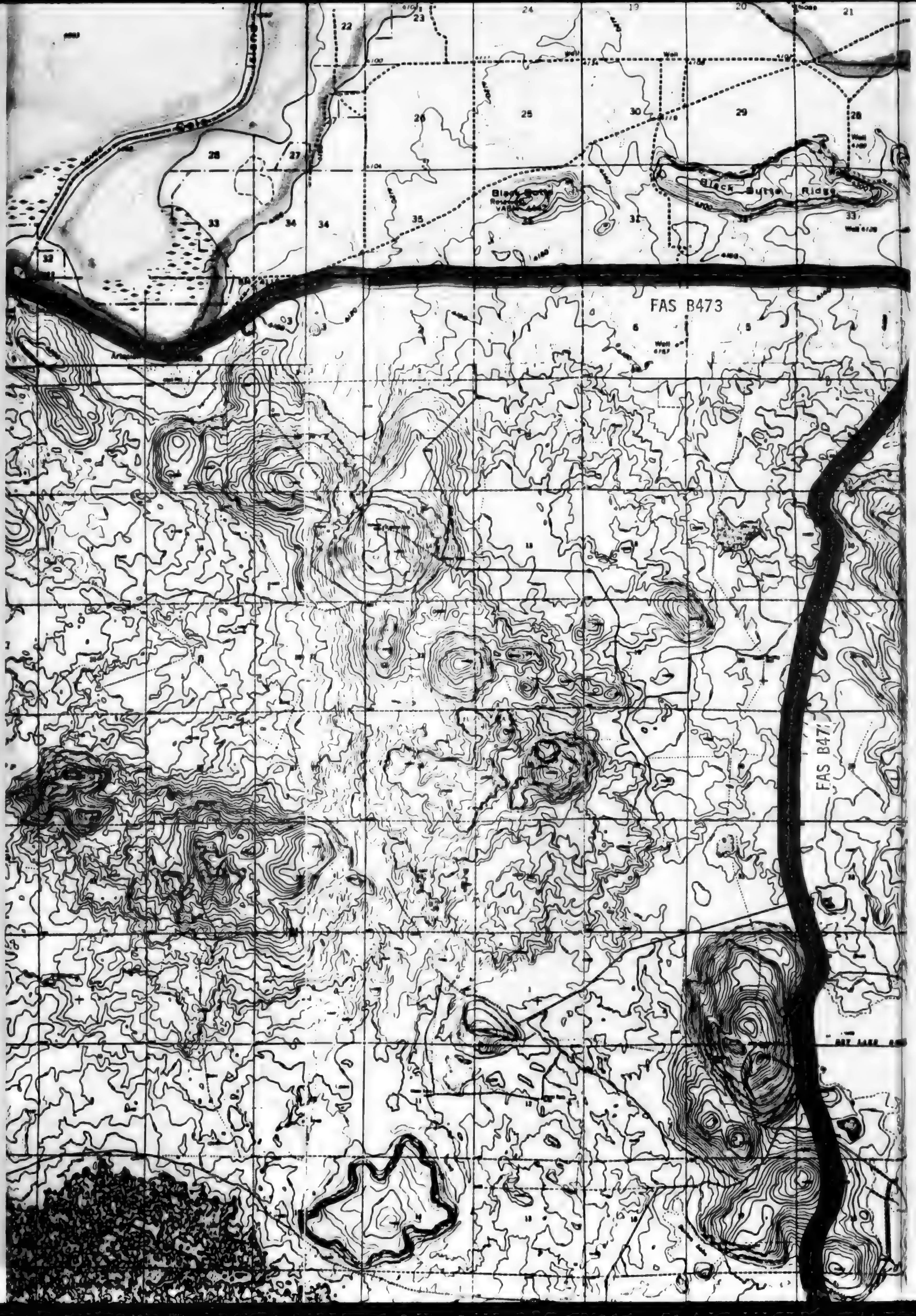
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Black Butte Reservoir
Black Butte Ridge
Well
FAS B473
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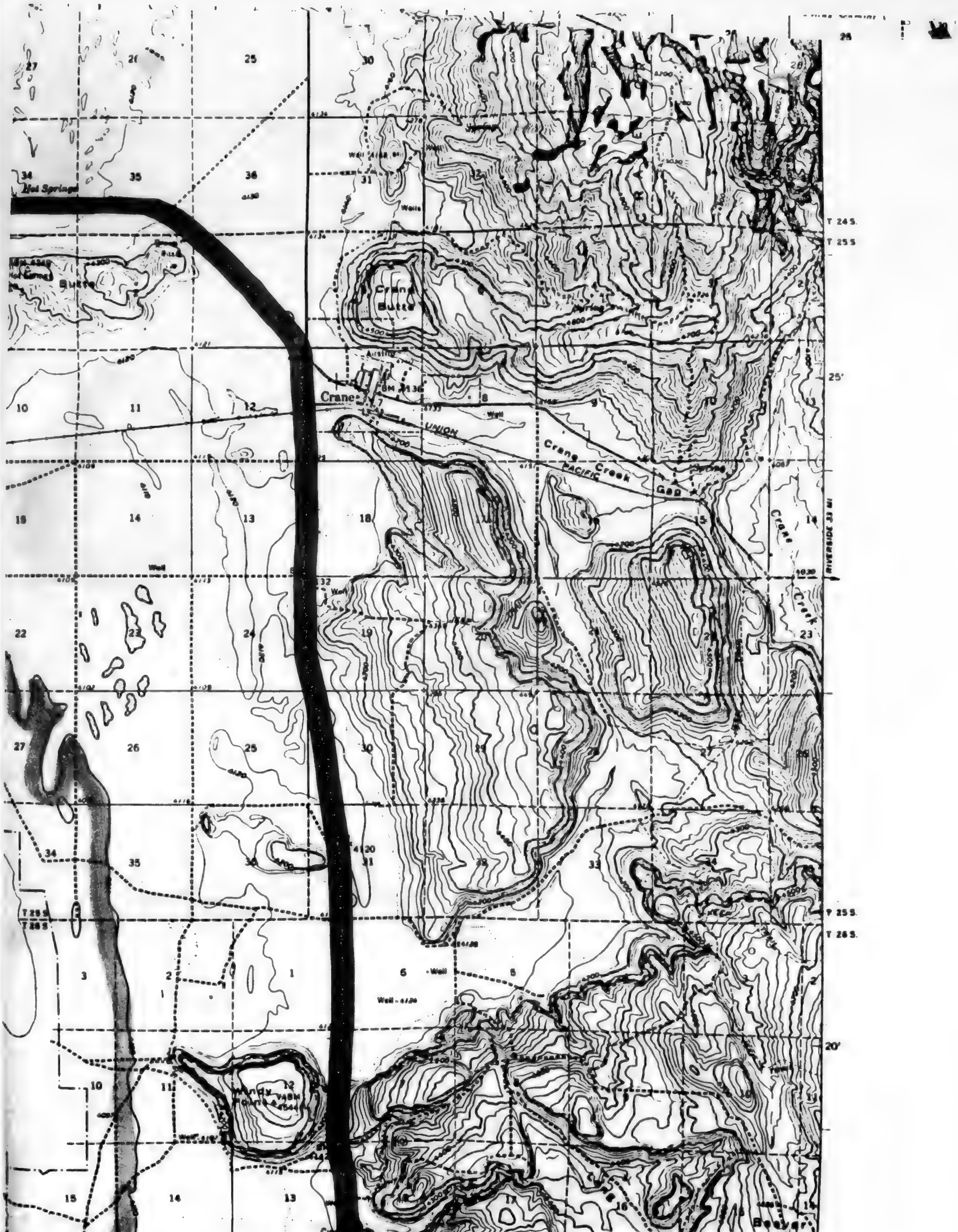
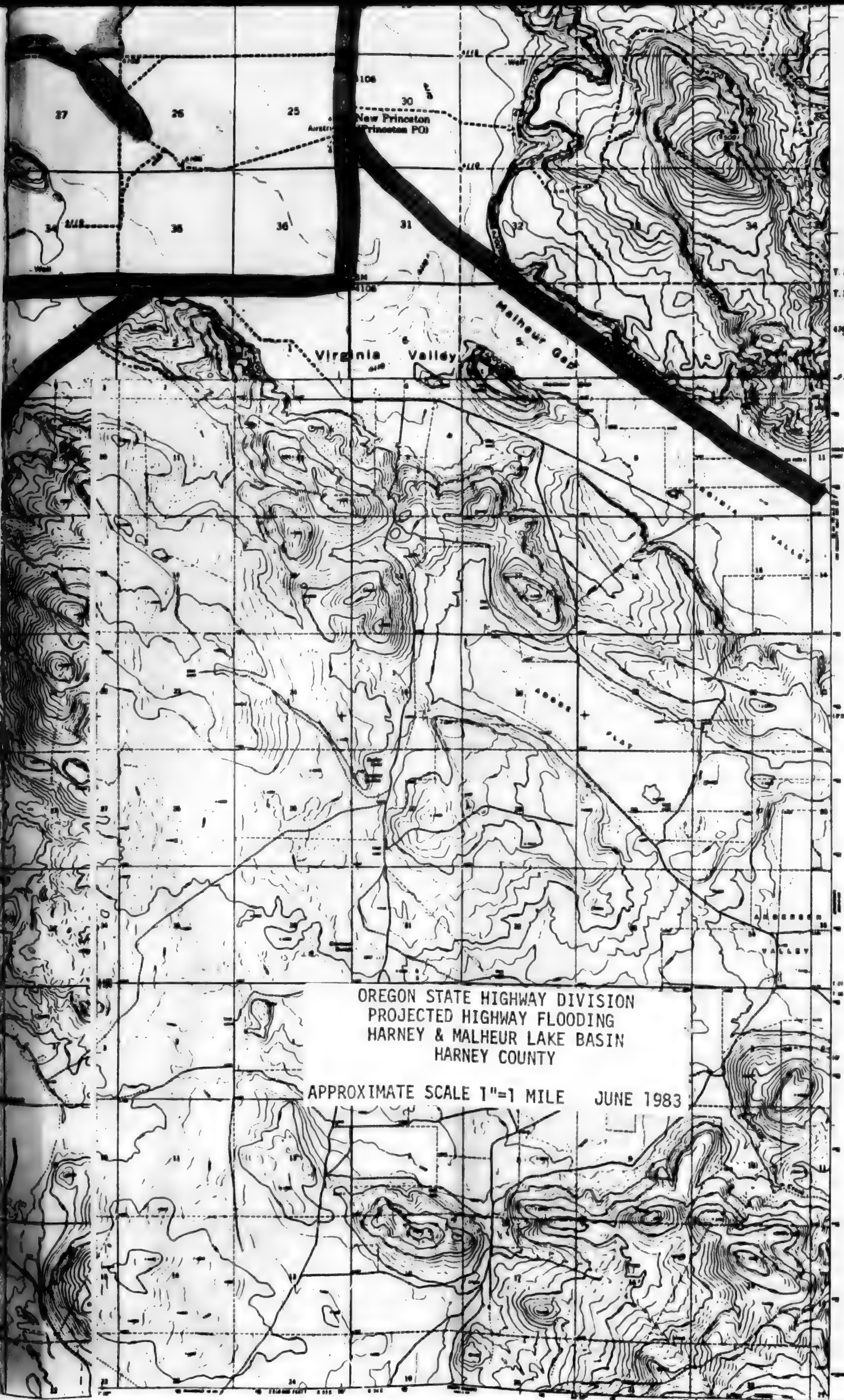
5
FAS B471


Hot Springs
Butte
Crane Butte
Crane
BM 4136
Airstrip
Spring
Well
UNION PACIFIC
Crane Creek Gap
Crane Creek
Windy Point
Beaver Table
T 24 S.
T 25 S.
T 25 S.
T 26 S.
25'
20'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New Princeton
(Princeton PO)
Airstrip
34
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34
T. 26 S.
T. 27 S.
Virginia
Valley
Malheur Gap
VALLEY

OREGON STATE HIGHWAY DIVISION
PROJECTED HIGHWAY FLOODING
HARNEY & MALHEUR LAKE BASIN
HARNEY COUNTY

APPROXIMATE SCALE 1"=1 MILE JUNE 1983

4710

County Court *for* Harney County
P.O. BOX 1147
BURNS, OREGON 97720

June 16, 1983

Mr. E. S Hunter
Assistant State Highway Engineer
Oregon State Highway Division
200 Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

Listed below is the amount of funds that Harney County has expended or will expend by July 1, 1983 for emergency repairs due to flooding to keep the following Federal Aid Secondary roads passable:

FAS - B470	Catlow Valley-Denio	$ 6,312.95
FAS - B471	Fields-Follyfarm	15,051.44
FAS - B472	Graincamp- Princeton	8,089.90
FAS - B473	Refuge-Princeton	6,148.42
FAS - B475	Pine Creek Road	2,903.82
FAS - B476	Van-Drewsey	3,096.63
	Total Expended to Date	$41,603.16
FAS - B472	Graincamp-Princeton To be Expended by 7-1-83	2,121.20
	Total Amount for Emergency Repairs	$43,724.36

Paul Unger of Congressman Smith's office has requested that he be notified when the application has been forwarded to the Federal Highway Transportation Division for their consideration. Bob will then contact Secretary of Transportation Dole, personally, to request quick approval of our joint request. Please either keep Paul informed directly or forward the information to me and I will see that it reaches Bob.

Feel free to contact me if you need any additional information or if I may be of any further assistance in resolving our mutual problem.

Sincerely,

Dale White
jp

Dale White
Harney County Judge

DW:ed

6-20-83

cc Potter
Versteeg
Wills
Schwartz

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 20 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	[illegible]	File

Office of the Governor
State of Oregon

EXECUTIVE ORDER NO. EO - 83 - 4 (First Amendment)

EMERGENCY DISASTER, HARNEY COUNTY

A state of emergency disaster was declared to exist on March 13, 1983, with respect to lands heretofore or hereafter inundated by Malheur Lake and its associated bodies of water. Malheur Lake, Harney Lake, Mud Lake and associated bodies of water in Harney County have continued to reach unprecedented elevations. Malheur Lake now stands nearly seven feet above its October 1982 elevation. In addition to inundation of lands described in the initial declaration of emergency disaster, approximately 1.5 miles of the Frenchglen Highway have been inundated by Malheur Lake. An additional 3.5 miles of the Frenchglen Highway are suffering damage from high water, as are various county roads. Prospects for considerable additional flooding continue. Provisions have been made in section 125, Title 23, U.S. Code, for disasters befalling the states, such as has occurred in this instance, providing immediate replacement of damaged roadways.

IT IS ORDERED AND DIRECTED:

1. Paragraph 1. of Executive Order EO-83-4 is amended to read:

> "1. A state of emergency disaster is declared to exist within the County of Harney as a result of the flooding of Malheur Lake, Harney Lake, Mud Lake and associated bodies of water, from mountain rain and snow runoff, and consequent disruption of commerce and transportation within the county. I direct all state agencies, and call upon federal, local and private entities, to render such assistance as may be possible in dealing with this emergency disaster. The immediate repair and construction of an elevated Frenchglen Highway and associated county roads is vital to the security, well-being and health of the citizens of the State of Oregon. The Secretary of Transportation of the United States is requested to concur in the declaration of this emergency."

Done at Salem, Oregon, this 15th day of June, 1983.

GOVERNOR

ATTEST:

Norma Paulus

SECRETARY OF STATE

RECEIVED
STATE HWY ENGR
[illegible] '83
[illegible] TO
[illegible]OR
D/R Sign Act File

cy ASHE's
letter
Hector
6/17

7110

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 15, 1983

IN REPLY REFER TO
FILE NO.:

MAI 26

The Honorable Victor Atiyeh
Governor of Oregon
State Capitol
Salem, OR 97310

Your March 14, 1983 Declaration of Emergency in Harney County, Oregon did not mention roads or streets. Since that time, the Frenchglen Highway Route 206 and various county roads have been subjected to increased damage and future potential damage, creating hardships to the residents of the area.

It appears that the water level forecast for the next several months will offer little relief to the flooding, highway damage, and closure.

Accordingly, we have drafted for your consideration an amendment to your March 14 Declaration, which is designed to trigger Federal Highway Administration emergency relief.

Your prompt issuance of this order would be appreciated.

Fred D. Miller
Director

Att.

bc H. S. Coulter/att.
E. S. Hunter
W. E. Schwartz
R. N. Bothman
Gary Potter/att.
Bob Hector/att.

GAP:ia

0146

9710

NOTED
H. S. COLL.

THE NARROWS SECTION
FRENCHGLEN HIGHWAY
HARNEY COUNTY
M.P. 17.8 - M.P. 22.8

Rock Slope Protection	$ 535,000
Rock Embankment to raise Grade (Incl. Temp. Surfacing $90,000)	605,000
Final Surfacing	920,000
Raise Structure	140,000
Total Est. of Cost - Grade and Pave	* $2,200,000

* Estimate based on predicted water elevation for 7-15-83 (1983 peak)

9-71 5

NOTED
H. S. COULTER

FACT SHEET

FRENCHGLEN HIGHWAY

HARNEY COUNTY

Miles of road covered with water 6-6-83	1.5 miles
Miles requiring rock slope protection	5 miles
Miles roadway requiring grade raise based on projected water level of 7-15-83	4.5 miles
Miles of asphalt pavement resurfacing	4.5 miles
Rock slope protection estimates cost	$ 535,000
Embankment grade revision	$ 605,000
Strcutures, drainage etc.	$ 140,000
Future surfacing cost 3" of cold mix pavement	$ 920,000
Total cost of flood repair	* $2,200,000

* Estimate based on predicted water elevation for 7-15-83 (1983 peak)

9710

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION

TO: FILES

DATE: June 6, 1983

FROM: Gary A. Potter, Manager Gary
Program Section

SUBJECT: French Glen Highway
Harney County

Discussed the recent state declaration of Harney County as a disaster area today with the FHWA. The FHWA stated it was their opinion that no damage has occurred yet that would qualify the roadway for ER.

However, they said that the State Declaration of Emergency did set the tone for future Federal Declarations, and that we should be ready to follow through if conditions change.

They suggested also that the Region should be documenting conditions regularly with photographs so if conditions change and damage occurs that the highway would qualify for ER, we would have evidence and time established.

GAP:pf

cc: H. S. Coulter ✓
E. S. Hunter
R. N. Bothman
W. E. Schwartz
Bob Hector, Region 5

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
JUN 6 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1307

9710

June 3, 1983

Senator Gene Timms
State Capitol Bldg.
Salem, Oregon

NOTED
H. S. COULTER

Dear Gene

Im sending you these pictures taken South of the Narrows bridge at the refuge turn off of Highway 205.

The gravel pits are a 4"-0 material and I feel a 3% or 5% cement treatment could be used and build up the highway at the Narrows also build a dike along the shoulder for the 205 highway North of the O-O road for 1.8 miles.

The cement treated base wouldn't be so apt to wash under wave action and also set up to carry the loads while submerged. Skip Williams (C.E.B. chairman) and I discussed this. My experience of twenty years with the Highway Div. is what makes me feel this is a workable solution to Hwy 205 flooding. We feel the lake elevation will raise about one more foot which will be between 4099.5' and 4100' elevation.

If this is the case next spring the lake elevation will be about at the present elevation at the beginning of the 1984 run off.

If the road was built up and rip rap is needed there is a possible source one mile south of the refuge turn off in the highway cut. (Pictures)

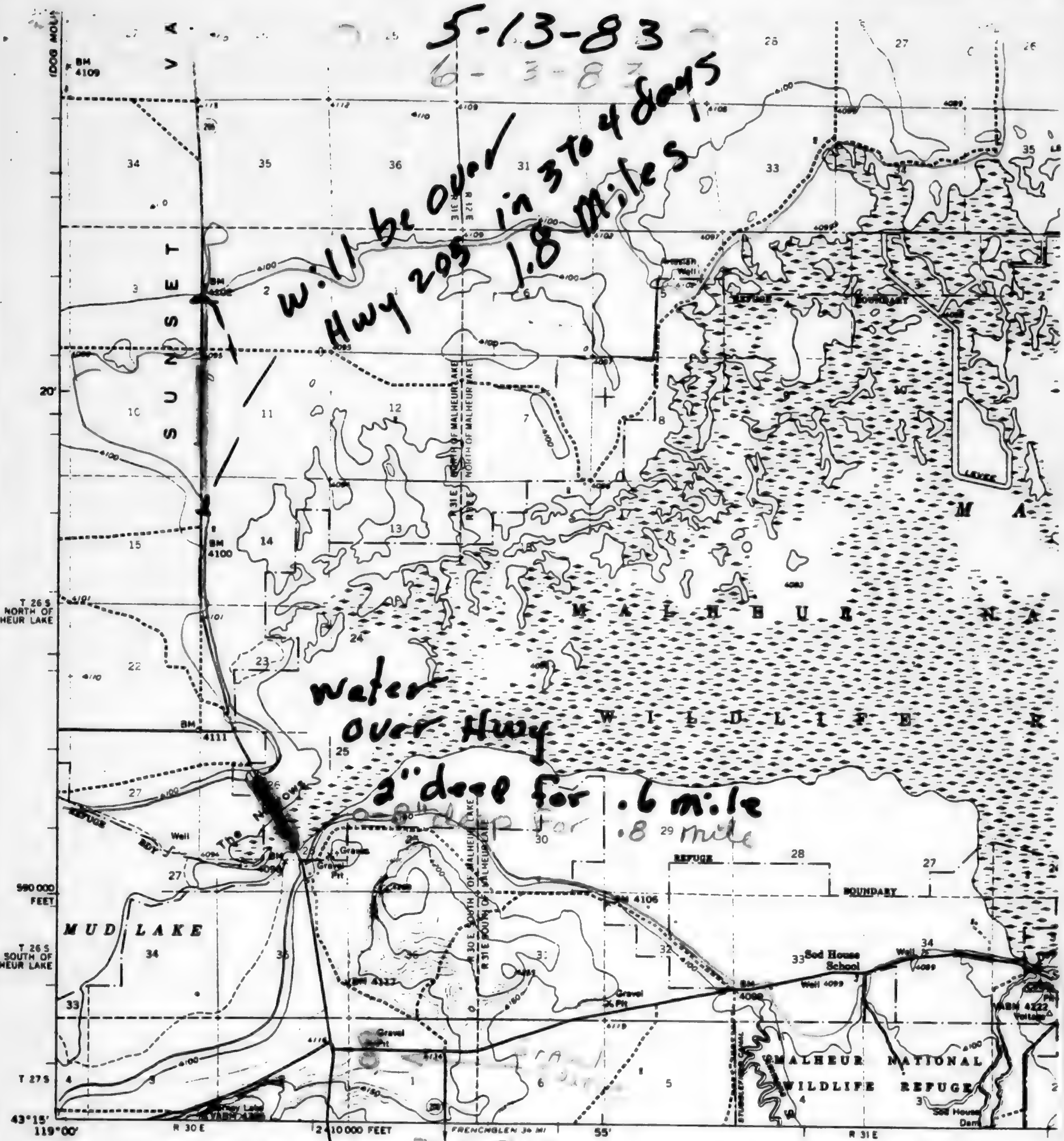
I discussed this with you when we had our meeting in Salem two weeks ago. I talked to Bob Smiths Representative Mike today about it also.

Maybe this project could be one the Corps could do for us.??

Sincerely yours

Bill Beal

State Water Master dist #10
P.O. 1147
Burns, Oregon 97720



SUNSET VA
MALHEUR NA
WILDLIFE R
MUD LAKE
MALHEUR NATIONAL WILDLIFE REFUGE
Sod House School
Well
Gravel Pit
REFUGE BOUNDARY
LEVEE
The Narrows
T 26 S NORTH OF MALHEUR LAKE
T 26 S SOUTH OF MALHEUR LAKE
T 27 S
R 30 E
R 31 E
BM 4109
BM 4100
BM 4111
BM 4106
BM 4099
BM 4222
990 000 FEET
2 410 000 FEET
FRENCHGLEN 34 MI
20'
43°15'
119°00'
55'

5-13-83

6-3-83

will be over Hwy 205 in 3 to 4 days 1.8 miles

water over Hwy 2" deep for .6 mile

8" deep for .8 mile

Rip Rap

Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, and State of Oregon

Topography from aerial photographs by photogrammetric methods and by planetable surveys 1959. Aerial photographs taken 1957

Polyconic projection. 1927 North American datum
10,000-foot grid based on Oregon coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks, zone 11, shown in blue

Dashed land lines indicate approximate locations

20°
TRUE NORTH
MAGNETIC NORTH

APPROXIMATE MEAN DECLINATION, 1959

SCALE 1:62500

1 0 1 2 MILES
3000 0 3000 6000 9000 12000 15000 FEET
1 5 0 1 2 3 4 KILOMETERS

CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER 25, COLORADO OR WASH

9710.

S

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Asst. State Highway Engineer, Operations

DATE: June 2, 1983

SUBJECT: The Narrows
Frenchglen Highway
Video Tape

Here is a TV tape of the Frenchglen Highway at The Narrows. It will give you an idea of the situation. The tape narrative mistakenly identifies a ranch house as the Headquarters; other than that, the narrative is factual. The tape was made on June 1, 1983.

The tape may be of interest to Walt Hart and Frank Terpin and their people who are working with the problem.

I am concerned that water may be piping through the fill and we also see considerable erosion of the surface edges. I expect that we will have to physically close the road soon. Cantell type barricades are being set aside by the locals to allow traffic passage.

Please return the tape when you are through with it.

R. D. Hector
Region Engineer

RDH/vt
Enc.

NOTED
W. E. SCHWARTZ

Pat 6/7
Location has the tape
E.L.

309

— 12"-15" raise over next 6 weeks

— about 48" year evaporation
+
June July Aug. Sept.
continuing runoff } Highest

— about 24" by effective drop ~~drop~~ in elevation by the end of Sept. because of run off.

$2.25 mill

[illegible]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
MAI

TO: R. D. Hector
Region Engineer

DATE: May 13, 1983

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Water Problem
Frenchglen Highway
Narrows Section, M.P. 22.4

NOTED
H. S. COULTER

I am aware of the water problem on the Frenchglen Highway at the Narrows and have discussed the problem and what your current efforts are with both Bill Anhorn and Dale Hiatt. I have seen pictures taken May 10 by Foreman Tommy Swisher.

Because of our very limited ability to do something about the problem, because this is a very lightly traveled highway, and because there is an alternate way to get in and out of the Frenchglen area, I believe your current efforts are adequate. Monitor the progress of the rising water level, patrol the road, mark the edge of the roadway, and if necessary close the road.

I am particularly concerned about the Narrows bridge should the water get across its deck. Watch the bridge closely to determine if it is floating, and if necessary weight it down to keep it from floating off its foundation.

In the event this becomes a permanent problem, and, if solutions to lower the water level are not developed, we should consider what alternatives are available for us to restore the highway. You should be thinking seriously of this. I am aware that there are plans being considered to develop an outlet which would lower the lake level.

There is a lot of interest in this problem and what we plan to do. Keep this office posted. It would be advisable to keep Harney County Judge Dale White and State Senator Timms posted also.

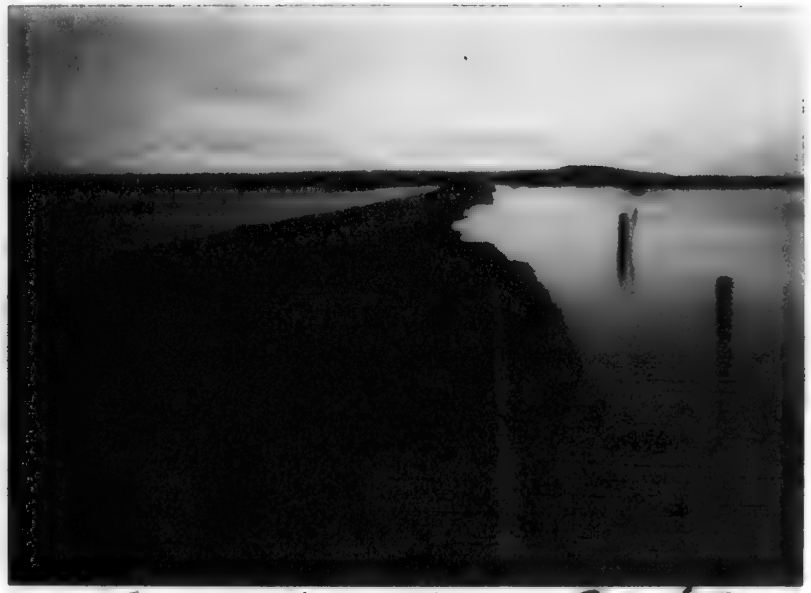
WES:st

cc H. S. Coulter
Judge Dale White
Senator Eugene Timms
C. D. Hiatt

Contains Recycled Materials

The following
Document(s)
are
Photographs

EAST side

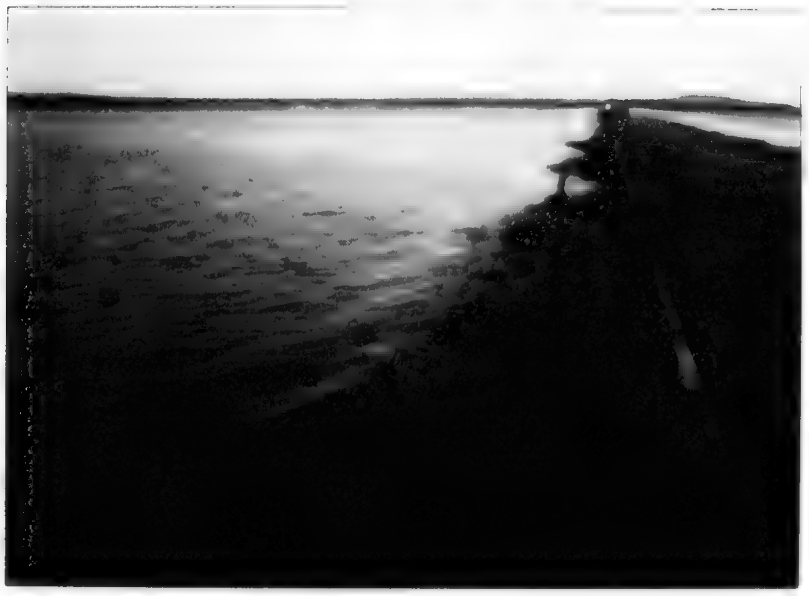


Frenchglen Hwy 5/10/83

East side

Looking N

West side



Looking N

5

Office of the Governor
State of Oregon

NOTED
W. E. SCHWARZ

RECEIVED
MAR 18 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
ENGR
MAR 22 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

3-23 Dan Hiatt

EXECUTIVE ORDER NO. EO - 83 - 4

EMERGENCY DISASTER, HARNEY COUNTY

Malheur Lake and associated bodies of water in central Harney County have reached unprecedented elevations. Malheur Lake is nearly seven feet above its normal elevation and has inundated approximately 30,000 acres of private lands; Mud Lake has flooded about 2,600 acres of private lands; and Harney Lake has flooded approximately 4,000 acres beyond its normal shores. This condition has caused extensive economic loss by making vast areas of land unavailable for grazing and other agricultural purposes. The U.S. Soil Conservation Service and State Water Resources Department further report that seasonal drainage from the Ochoco and Malheur National Forests and Steens Mountain is only beginning and that considerable additional flooding can be expected.

IT IS ORDERED AND DIRECTED:

1. A state of emergency disaster is declared to exist with respect to those lands heretofore or hereafter inundated by Malheur Lake and its associated bodies of water. I direct all state agencies, and call upon federal, local and private entities, to render such assistance as may be possible in dealing with this emergency disaster.

2. This declaration is not intended to request U.S. Corps of Engineers assistance, under the Advanced Measures Authority of P.L. 84-99, regarding the proposed Malheur Gap drainage ditch. Such a request, if deemed warranted, will be made only following a thorough review by federal and state resource agencies of the environmental impacts of the construction of such a drainage channel.

3. The area described in paragraph 1. of this Executive Order shall be considered a disaster area for purposes of property tax deferral under ORS 311.730 and 311.780.

4. Unless amended, extended or sooner rescinded, this Executive Order expires on December 31, 1983.

Done at Salem, Oregon this 14th day of March, 1983.

GOVERNOR

ATTEST:

Norma Paulus
SECRETARY OF STATE

1983 Mallory Lane-Rogue R. Dr. 9711
(Shady Cove) Sec., Crater Lake Hwy.
(Grading and paving)

cc: L. W. Rulien

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT STATE COPY

REGION NO. 10	REPORT NO. 3	COUNTY JACKSON	DIVISION OREGON
DATE OF REPORT 2-4-86	REPORT MADE BY W. N. Bryant, Area Engineer, FHWA		PROJECT NO. F-13(11)
COMPLETION DATE (Actual) 5-19-84	ACCEPTANCE DATE BY CONRTACT AGENCY 9-10-85	TIME ELAPSED 102%	CONTRACT TIME SCD 5-15-84

LOCATION

SR 62, 0.1 mile N. of Rogue River (Shady Cove) North 0.43 miles.

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds has been submitted.~~
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MALLORY LANE - ROGUE RIVER DRIVE (SHADY COVE)
CRATER LAKE HIGHWAY
Grading and Paving

Work completed under this project consisted of the construction of roadbed grading, aggregate base, asphalt concrete pavement, concrete curbs, concrete inlets, storm sewers, asphalt concrete walks and driveways, and other incidental work common to this type project.

A contract in the amount of $213,132.50 was awarded Tru-Mix Construction Co., Medford, Oregon on 9-1-83. Work began on 10-21-83 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on 5-17-84, at a final cost of $241,146.63 which includes $203,734.32 for original bid item work, $8,518.49 for work completed under approved price agreements, $7,258.15 for extra work, $1,839.53 for State Force work, $9,703.00 credit for non-spec A.C. mix, $1,575.00 for liquidated damages and $31,074.14 for construction engineering.

All overruns and underruns have been explained by the State in a satisfactory manner. A copy of the explanation is attached to the Division Office copy of this report.

#######

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
FEB 5 '86
REFER TO
Fredrickson
FOR

cy
2/10

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE FEB - 5 1986

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9711

October 24, 1985

Industrial Indemnity Company
421 S.W. 6th Avenue, Suite 600
Portland, OR 97204

CON 5
#9711

On September 16, 1985, we wrote to you concerning release of final payment on Contract No. 9711 awarded to Tru-Mix Construction Company for work on Mallory Lane-Rogue River Drive (Shady Cove) Section of the Crater Lake Highway in Jackson County.

Final payment on this contract is $2,500 and the total contract amount is $208,232.96 including $7,258.15 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Tru-Mix Construction Company
P.O. Box 4430
Medford, OR 97501

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FKN:arc

NOTED ON CARD
10-24-85 arc

9711

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: September 10, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9711, On Site Work Substantially Completed May 19, 1984

All Work Completed April 19, 1985

Project Mallory Lane-Rogue River Dr. (Shady Cove)

Highway Crater Lake

County Jackson

Type of Work Grading and Paving

Contractor Tru-Mix Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-16-85 - surety letter written (ac)

noted RGormsen

RECEIVED
SEP 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9711

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4620

November 16, 1984

Charles R. Schrader
Attorney at Law
400 South Park Bldg.
101 East Broadway
Eugene, OR 97401

Re: Price Agreement No. 6
OSHD Contract No. 9711

Dear Mr. Schrader:

With regard to the copy of the letter to Mr. Maude that you forwarded to me on November 6, 1984, please be advised that the Highway Division has a process through which contract claims are handled. The Resident Engineer makes an initial decision, and if you are not satisfied with that decision, you may request that it be reviewed by the Regional Engineer, and if you are not satisifed with that decision, it will be reviewed by the Construction Engineer in Salem. If after those series of reviews you are still not satisfied, you may ask for a hearing before the Highway Division Contract Claims Review Board.

I am not familiar enough with the problems involved in this particular situation to render any opinion on it at this time, and I will not become involved in it until such time as I am requested by the Highway Division to render an opinion as to the legal ramifications of the claim.

Sincerely,

JACK L. SOLLIS
Assistant Attorney General

JLS:skn

cc: Jim Gix
Bill Maude
Chuck Frederickson
W. E. Schwartz

9711

1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mallory Ln-Rogue R.Dr. (Shady Cove)

WEEK ENDING: October 27,1984

SECTION PREFIX: 15-1045

HIGHWAY: Crater Lake

COUNTY: Jackson

NAME OF JOB: Mallory Lane-Rogue River Dr

KIND OF WORK: Grading & Paving

CONTRACTOR: Tru-Mix Construction Co

CONTRACT NUMBER: 9711

FEDERAL AID PROJECT NUMBER: F-13(11)

DATE OF CONTRACT: Sepember 1,1983

DATE WORK STARTED: October 21,1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 93(a)

WORK DAYS USED:

CALENDAR DAYS USED: 103.5

SPECIFIED COMPLETION DATE: May 17,1984

PERCENT OF TIME ELAPSED: 111

PROJECT AUTHORIZATION: $ 245,310.39

EXCLUSIVE OF ENGINEERING: $ 225,858.46

ENGINEERING AUTHORIZATION: $ 19,415.93

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 200,596.14

ENGINEERING COST TO DATE: $ 29,752.79

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN: -5 %

PERCENT OF AUTHORIZATION: 154 %

DATE PROJECT WAS COMPLETED: May 17,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.43	.43			.43
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.43	.43			.43
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,350cy	2,300tn			3,050tn
TOTAL QUANTITIES CORRECTED TO DATE	600cy	1,800tn			3,000tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	600cy	1,800tn			3,000tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 29 1984
CONSTRUCTION SECTION

CE F CAE ...... LS ...... TC ......
COS ...... OM ...... SA ...... CC ......
GA ...... EE ......
CMI ...... MA ......
CP ......
ZO ...... FILE ......

CONTR. NO: 9711 DATE: Oct.27,1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	No activity.
MONDAY 22	No activity
TUESDAY 23	No activity
WEDNESDAY 24	No activity
THURSDAY 25	No activity
FRIDAY 26	No activity
SATURDAY 27	No activity

REMARKS

STATUS: The semifinal estimate has been submitted and no further reports will be submitted.

VISITORS:

NEXT WEEK:

SIGNED for Maud

LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

rll

U. S. DEPARTMENT OF TRANSPORT. ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-13(11)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30164

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/23/84
8. FEDERAL ROUTE NUMBER Primary 13
9. STATE ROUTE NUMBER Primary 22

10. GENERAL LOCATION:
Mallory Lane - Rogue River Drive (Shady Cove)

11. GENERAL DESCRIPTION OF WORK
Relocate and adjust permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7/23/84 as requested in Mr. Fredrickson's letter received 9/26/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $200; Federal Funds $176.30.

RECEIVED
STATE HWY ENGR
OCT 8 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 10/5/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9211

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10 - 252 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State Oregon County Jackson Project Number F-13(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 245,055	$ 245,055
Federal funds	$ 245,055	$ 216,015
Other revisions		Appn Code 010

(Note: Additional Federal Funds Collected - $27,246.80)

This modification is made for the following reasons:
"The project agreement executed 10-11-83, is modified to decrease federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

MALLORY LANE - ROGUE R
(SHADY COVE)
JACKSON CO
15-1045

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

9711

STATE COPY OMB No. 04-R2089

S

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-69470	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-11-83	State Oregon County Jackson Project No. F-13(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mallory Lane - Rogue River (Shady Cove)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-83	0.430
OTHER *(Specify)*		

FUNDS PRO RATA 88.15 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$245,055.00	$216,015.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof. *See additional provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
For: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible] 11 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 20, 1983

Federal-Aid Project No. F-13(11)

Mallory Lane-Rogue River (Shady Cove)
Crater Lake Highway
Jackson County

Project Agreement Estimate

Type Code I000
Roadway (M.P. 20.09 to M.P. 20.52)

Mobilization	All	Required		$ 2,500.00
Temporary Protection and Direction of Traffic	All	Required		2,000.00
Temporary Signs	189	Sq.Ft.	6.00	1,134.00
Temporary Barricades	4	Each	50.00	200.00
Temporary Plastic Safety Markers	6	Each	75.00	450.00
Flagmen	250	Hour	17.50	4,375.00
Removal of Structures and Obstructions	All	Required		4,000.00
General Excavation	1,350	Cu.Yd.	10.00	13,500.00
Trench Excavation	1,058	Cu.Yd.	3.50	3,703.00
Finishing Roadbed and Slopes	All	Required		2,000.00
1"-0 Aggregate Base	2,300	Ton	9.00	20,700.00
Class "B" Asphalt Concrete	3,050	Ton	29.50	89,975.00
12-inch Sewer Pipe	454	Lin.Ft.	15.00	6,810.00
15-inch Sewer Pipe	940	Lin.Ft.	16.50	15,510.00
18-inch Sewer Pipe	224	Lin.Ft.	26.50	5,936.00
Extra for Pipe Under Pavement	1,124	Lin.Ft.	6.75	7,587.00
Concrete Manhole	5	Each	1,200.00	6,000.00
Concrete Inlets, Type "G2"	5	Each	560.00	2,800.00
Concrete Inlets, Type "CG-2"	9	Each	610.00	5,490.00
Concrete Curbs	1,750	Lin.Ft.	6.45	11,287.50
Extra for Asphalt Approaches	23	Each	150.00	3,450.00
Extra for Asphalt Walks	350	Sq.Yd.	4.50	1,575.00
Adjusting Manholes	7	Each	275.00	1,925.00
				$212,907.50

Anticipated Items

Permanent Pavement Striping	All	Required	$ 2,500.00
Roadside Seeding and Mulching	All	Required	500.00
			$ 3,000.00
		Subtotal	$215,907.50
		Engineering	29,147.50
		Total	$245,055.00

Oregon State Highway Division
Salem, Oregon September 20, 1983

Length of Roadway 0.430 mi.
Cost of Roadway Per Mile $569,895.35

Federal Funds (88.15%)	$216,015.00
State Funds	29,040.00
Total	$245,055.00

Reimbursement 100% $245,055 Public Law 97-424, S145.

Group 1 - 100%
Contract No. 9711
Prefix 15-1488
Prefix 15-1045

Oregon State Highway Division
Salem, Oregon September 20, 1983

Mallory Lane-Rogue River Dr. (Shady Cove)

Nonparticipating-State work

Multiple Mailbox Supports	1	Each	225.00	$	225.00

9711

September 11, 1984

Tru-Mix Construction Company
1111 E Vilas Road
P.O. Box 4430
Medford, Oregon 97501

CON

Review of Additional Submitted Data
Time Extension Request
Mallory Lane-Rogue River Drive
Contract No. 9711
FAP No. F-13(11)

Your resubmittal of a request for additional contract time in which to complete the above project due to weather (rainfall) delay has been very carefully reviewed. You also appealed my decision of April 23, 1984 in this matter as being "arbitrary and biased" and that there was no basis in the contract provisions for determining "reasonably predictable weather conditions".

You are correct that the contract provisions do not define reasonably predictable weather conditions. However, I do not agree that my decision was arbitrary and biased. The method suggested in my April 23 letter to determine reasonably predictable weather conditions is the one most favored by courts.

A review of the historic rainfall data for the months of November and December from the nearest weather recording station confirms my April 13 decision that the weather conditions (rainfall) encountered were reasonably predictable and are not a valid reason for adjustment of contract time. Accordingly, your request is again denied.

There remain 10.5 claendar days of liquidated damages assessed against phase "a" of this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
Bill Maude w/att.

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: August 13, 1984

W. J. Quinn

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Appeal
Mallory Lane - Rogue River Drive
Contract No. 9711

I have just completed an analysis of the contractor's appeal of our denial of his earlier request for a time extension. I found we were correct in our previous decision.

Bill Maude provided me with rainfall data from the nearest recording station to the job site and I found it supported our denial. The one-day rainfall exceeded one inch three times both in November and December during the last five years and the rainfall exceeded 0.30 inch several times in November and December. The records that we used were from the Green Springs Power Dam Recording Station.

I recommend we deny the appeal.

wjq/ba

9-4-84

cc: B. Maude

W. E. Schwartz -
I concur with Region that this request be denied.

O. B. Jackson

CE (CAE) **RECEIVED** LS ...... TC ......
COE ...... ON ......
SA ...... CC ......
CA ...... **AUG 14 1984** FE ......
CAM ...... MA ......
CP ...... **CONSTRUCTION** OCS ......
EEO ...... **SECTION** FILE ......

81-125-1367

9711

F

April 23, 1984

Tru-Mix Construction Company
1111 East Vilas Road
P.O. Box 4430
Medford, OR 97501

CON

Time Extension Request
Mallory Lane-Rogue River Drive
Contract No. 9711
FAP No. F-13(11)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested 11 additional calendar days due to the performance of drainage work under Price Agreement No. 3.

The sorting and handling of on-site excavation in order to obtain pipe bedding material is required by the contract provisions and is not a valid reason for adjustment of contract time. A contract time adjustment of one additional work day is granted for completion of both phase "a" and phase "b" of the project due to the change from G-2 and CG-2 inlets to G-2MA inlets. The added ditch excavation work to provide storm drain outflow did not delay completion of the project and therefore is not a valid reason for adjustment of contract time. A contract time adjustment of one additional work day is granted for completion of both phase "a" and phase "b" of the project due to the added manhold constructed.

A contract time adjustment of an additional 10 1/2 calendar days was requested due to weather conditions (rain) that were not "reasonably predictable".

The data presented indicates [redacted] the actual rainfall during November and December 1983 at the Medford weather station, together with a listing of the days worked and the days not worked on the project. Your request for additional contract time is based upon a comparison with monthly "normal" rainfall. The term "normal" weather conditions is not the same as "reasonably predictable" weather conditions. A certain amount of delay in work of the kind required by this contract is "reasonably predictable" in this locale during the months of November and December. In order to qualify for consideration of additional contract time due to weather conditions, it is necessary to demonstrate the extent to which the project completion was actually delayed as a result of weather conditions that were not "reasonably predictable". Saturdays and Sundays would not qualify as actual delays in project completion since no work was performed on these days during this time period. Any work days of actual delay would, however, be factored upward to convert to a calendar day basis. "Reasonably predictable" weather conditions should be determined from a historial review of daily weather records and are those conditions that are "predictable" to repeat over a "reasonable" time period. For instance, weather conditions that are found to repeat twice or more in a ten year time period are probably "reasonable predictable", whereas weather conditions that repeat less than twice in a ten year time period are probably not "reasonably predictable". Based upon the data received, your request for additional contract time due to weather (rainfall) is denied at this time.

In summary, a contract time adjustment of an additional two work days (three calendar days) is granted for the completion of both phase "a" and phase "b" of this contract. The adjusted contract time of completion of phase "a" of the contract is 93 calendar days and the adjusted specified completion date of phase "b" is May 17, 1984.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager William Maude.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
William Maude w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
APR 9 1984
CE CAE FOE SCS GEO OM CA TC FE

ROSEBURG REGION
RECEIVED
MAR 21 1984

	RC	RUS	RDS	FAS
RTS	ATS	TI	RSR	RPR
RLE	GEO	RBI	SEC	AA

TO: J.X. Wilson
Region Construction Engineer

DATE: March 20, 1984

FROM: Wm. Maude Wm Maude
Project Manager

SUBJECT: Time Extension Request
Mallory Lane-Rogue River Drive (Shady Cove)
Contract 9711

Attached is the contractor's request for time extension. My recommendations are as follows:

Item 1a- Bedding Material- No time as in most areas there was suitable bedding material available by careful digging and sorting. The subcontractor elected to import bedding material. The state paid for a small amount of bedding material for areas where there was no suitable material in the area. In both cases the use of imported material had to save time over the sorting of excavation.

Item 1b- Change from G-2 to G-2MA Inlets- 1 day recommended as this was added and was an interruption in the concrete subcontractor's schedule.

Item 1c- Ditch Excavation- The request seems reasonable as the work was added to the contract. However I recommend no time as it was the last work for the drainage subcontractor and did not interfere or delay either the prime or any of his subcontractors.

Item 2 - Extra Manhole- The one day additional is recommended.

Item 3 - Weather- The contractor has done a good job documenting

4-11-84
W. E. Schwartz -
I concur with Region and Project Mgr. and recommend a time extension of 2 workdays (3 c.D).
OBJackmond

4-6-84
CC: O.B. Jackmond - After reviewing job progress & records I agree with Maude's recommendation.

INTEROFFICE MEMO March 20,1984
Mallory Lane- Rogue River Drive (Shady Cove) Contract 9711

Item 3 - (cont.) the weather. However I am not sure but what this weather is "regionally predictable" per Section 108.09. Also note the contractor does not document Saturdays or Sundays but asks for time on some of the weekends. My recommendation would be no time on this weather item.

In summary the contractor asks for 21½ days extension. Of the eleven days requested for contract or EWO items I recommend two days. Of the 10½ days requested for weather I recommend zero.

7711

STATE OF OREGON
HIGHWAY DIVISON - REGION 3

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: February 24, 1984

FROM: J. X. Wilson
J. X. WILSON
Region Construction Engineer

RECEIVED
STATE HWY ENGR
FEB 28 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: Mallory Lane-Rogue River Dr. (Shady Cove)
Rogue River Highway
Jackson County

NOTED
W. E. SCHWARTZ

A meeting was held at the Shady Cove City Hall on February 23, 1984 to discuss the subject current construction project. The meeting was called by the Business and Professional Association and the Mayor who are very unhappy with the curb and sidewalk design now that they are constructed. The meeting was headed by the city Mayor and Wm. Maude, Project Manager, was our principal speaker. I gave appropriate support and backup. Local T.V. and other news media people were present.

The primary opposition to the project appears to be the A/C sidewalk behind the curb on the westerly side. It is considerably higher than the adjacent parking lots and has a very steep back-slope (as designed). With the sidewalk, curb and several relatively narrow curb cut approaches in place, parking and interior circulation is severely restricted.

Several in the audience testified that we should wipe out all facilities constructed and go back to the two-lane open-access condition. Other, more cooperative participants expressed the feeling they could accept the project if the sidewalk was eliminated and the narrow curb-cuts expanded as much as possible.

After the 1½ hour meeting and receiving the project in the field, I concurred that the sidewalk was unsightly, dangerous and really not needed and made the commitment that it will be removed. Other design changes will be considered and we would get a response back to the group and the city within two weeks.

I will review the citizen and city concerns with our design and traffic sections and arrive at a decision on modifications as soon as possible.

jxw/cw

cc W. E. Schwartz
C. O. Fredrickson
Wm. Maude

September 23, 1983

CON 5
#9711

Tru-Mix Construction Company
P. O. Box 4430
Medford, OR 97501

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9711 for work on the Mallory Lane-Rogue River Drive (Shady Cove) Section of the Crater Lake Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

da
Enclosure

cc: Industrial Indemnity Co.
Attn: Bond Department
421 S.W. 6th Avenue, Suite 600
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
William Maude

TRU-MIX
CONSTRUCTION COMPANY

Telephone 779-6304
P.O. Box 4430
1111 East Vilas Road
Medford, Oregon 97501

August 26, 1983

Oregon Transportation Commission
Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Attention: Robert Gormsen

REFERENCE: Mallory Lane-Rogue River Drive (Shady Cove) Section of the Crater Lake Highway - Jackson County #9711

Sir:

In order to meet the assigned MBE goal of 5% minority-owned business participation for the referenced project, Tru-Mix Construction Company proposes to sub-contract to Minority Contractors, Inc., William B. Brunston, P. O. Box 1573, Medford, OR 97501, Telephone 779-6590, Employer Identification Number 93-0815800, the following work:

Item No.	Description	Quantity	Unit Price	Amount
1.	Mobilization	All	L.S.	$ 750.00
7.	Removal of Structures & Obstructions	All	L.S.	3,000.00
9.	Trench Excavation	1,058 CY	3.30/CY	3,491.40
13.	12-inch Sewer Pipe	454 LF	14.00/LF	6,356.00
14.	15-inch Sewer Pipe	940 LF	15.50/LF	14,570.00
15.	18-inch Sewer Pipe	224 LF	25.00/LF	5,600.00
16.	Extra for Pipe Under Pavement	1,124 LF	2.70/LF	3,034.80
17.	Concrete Manholes	5 EA	1,100.00/EA	5,500.00
				$42,302.20

Oregon Transportation Commission
Commission Services
August 26, 1983

Attention: Robert Gormsen

REFERENCE: Mallory Lane-Rogue River Drive (Shady Cove), Section of the Crater Lake Highway - Jackson County

Page 2.

Please contact me if you have any further questions regarding the MBE requirements.

Sincerely,

TRU-MIX CONSTRUCTION CO

Robert E. Vaughn

Robert E. Vaughn, P.E.

sw

RECEIVED
AUG 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

rll 9711

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below

2. STATE PROJECT NO. See below

2A. COUNTY NAME See below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. various

8-17-83

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/83

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:

See Projects below

11. GENERAL DESCRIPTION OF WORK

Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11) Mallary Ln - Rogue R. Cr. (Shady Cove)
F-86(5)
F-29(10)
IX-26(32)

F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. 8/31

14. DATE 8/19/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

.9711

5

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: D.E. Swan
Operation Programming Engineer

DATE: March 31, 1983

Original Signed by James

FROM: James J. Gix, P.E.
Region Engineer

SUBJECT: Revised Prospectus
Supplemental Survey
Rogue River - Mallory Ln. (Shady Cove)

NOTED
HUNTER

Herewith is the revised prospectus and additional survey authority on the subject project. The project concept had to be revised after the survey uncovered traffic problems with off-street parking.

The new project requires an authorization of $140,000 versus the $40,000 shown on the current Six-Year Plan. We have tentative city approval and request programming to complete this project.

jjg/cp
attach.
cc: E.S. Hunter
W.E. Schwartz
F. Terpin
G. Thornton
Wm. Maude

RECEIVED
TECHNICAL SERVICES

APR 4 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form E-39—3M—5-60

OREGON STATE HIGHWAY DEPARTME

AUTHORITY FOR SURVEY

Section ROGUE RIVER-MALLORY LANE (SHADY COVE)

Highway CRATER LAKE

County JACKSON

Date March 23, 1983

Authorization No. 3

Survey Prefix 15-1488
(Assigned by Salem office)

Description of termini, route, length, etc.:

From the Rogue River bridge to Mallory Lane on the Crater Lake Highway in the City of Shady Cove. Length 0.5 miles.

Purpose of survey:

See revised Prospectus.

Estimate of cost:

Project Manager (901) $12,500.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 24,300.00
Previous authorization	14,800.00
Additional authorization requested	9,500.00
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Wm M Yardley
Field Engineer

Recommended for Approval:

J. X. Wilson 3-30-83
Division Engineer

Recommended for Approval:

Construction Engineer

Approved:

State Highway Engineer

State Printing 27935

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION ROGUE RIVER-MALLORY LANE (SHADY COVE)	KEY ID # REGION 3

STATE HIGHWAY # 22	HIGHWAY NAME CRATER LAKE	MILE POST FROM 20.0 TO 20.5	LENGTH .5
☒ URBAN ☐ RURAL	CITY SHADY COVE	COUNTY JACKSON	ROAD/STREET NAME
ROUTE # 62	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$12,500.00	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	
ROADWAY	$87,000		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 3,000				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)		RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$36,000		DESIGN CATEGORY (1-7)		CONSTRUCTION BY	
TOTAL CONSTRUCTION		$126,000.00	WORK TYPE (1-12)		☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$131,800.00				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	3
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	see narritive	
AVERAGE DAILY TRAFFIC	5,000	5,000
YEAR OF AVERAGE DAILY TRAFFIC	1982 estimate	

DEFINE THE PROBLEM

There is a significant traffic problem both in left turns and in random parking which causes traffic to backout into travel lanes. This project will be to construct a continuous left turn lane and curb about 800 ft. of business district, a sidewalk will be install on the west side and needed drainage will be done.

PROPOSED SOLUTION

See above

REQUESTED, REGION ENGINEER X J. X. Wilson	DATE 3-30-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

REGION

PROJECT JUSTIFICATION

The original project proposed did not include any provision for curbs. The survey brought out a problem with head-in parking too close to the widened section. Two public meetings were held in Shady Cove and we now have City Council approval for the project represented in the prospectus. There is no right of way required unless we extend storm drainage to the north. Any major modification on the concept of the project would destroy our understandings with the City of Shady Cove.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 -- PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION ROGUE RIVER-MALLORY LANE (SHADY COVE)	KEY ID # REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95		SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	E	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	?	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#) NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	

UTILITIES	E	(LIST BELOW)

COMPANIES
Mc Caw television
PP & L
City Sanitary Sewer
United Tele.

DESIGN SPEED	DESIGN STANDARDS
35	

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				var			12	0 x	12			var				
				3			12	14	12			3				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Crushed Base	11 inches				
Class "B" AC	6 inch	4 inch			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION ROGUE RIVER-MALLORY LANE (SHADY COVE)

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

No extra Right of Way or easements will be needed. Any problems will be handled in the field by Permit of Entry.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Safety improvement only

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Will not impact volume substantial. It will improve safety by a continuous left turn lane and curb to control parking and its related problems.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

N/A

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

N/A

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

N/A

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: ROGUE RIVER-MALLORY LANE (SHADY COVE)

REGION: 3

SURVEY AUTHORITY

AUTHORIZATION NO.: 3

PREFIX: 15-1488

DATE: March 23, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$12,500	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		400	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$ 12,500	$ 14,800
PREVIOUS AUTHORIZATION		$ 14,800
ADD. AUTH. REQUIRED		$ 9,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This project is a safety project with all work to be done inside the Right of Way. The business community has had meetings and support the project. Timing is critical for the project to minimize traffic problems. Fall construction is preferred.

PREPARED BY	DATE 3-25-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X L.X. Wilson	DATE 3-30-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9711 1-5-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below

2. STATE PROJECT NO. See below

2A. COUNTY NAME Various

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. Various

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/5/82

8. FEDERAL ROUTE NUMBER Primary Routes

9. STATE ROUTE NUMBER ----------------

10. GENERAL LOCATION:
See Below

11. GENERAL DESCRIPTION OF WORK
Withdraw Projects

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 12/31/81 I approve the withdrawal of the following projects. Preliminary Engineering will be State financed. No Federal Funds will be claimed on any project.

Project No.	Section	County
F-13(7)	Rogue River - Mallory Lane (Shady Cove) Sec.	Jackson
F-13(8)	Crater Lake Hwy. @ Jct. Sams Valley Hwy. Sec.	Jackson
F-15(5)	Green Springs Hwy. @ Emigrant Park Rd. Sec.	Jackson
F-52(1)	Myrtle Cr. Hwy. @ Chadwick Lane Sec.	Douglas

LIVED
HWY ENG
7 '82
REFER TO
FOR

14. DATE 1/5/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9711

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO

December 31, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Withdrawals

I request your approval to withdraw the following listed preliminary engineering projects since subsequent to program approval a decision was made to finance the preliminary engineering with state funds.

Project No.	Section
F-13(7)	Rogue River - Mallory Lane (Shady Cove) Sec.
F-13(8)	Crater Lake Hwy. @ Jct. Sams Valley Hwy. Sec.
F-15(5)	Green Springs Hwy. @ Emigrant Park Rd. Sec.
F-52(1)	Myrtle Cr. Hwy. @ Chadwick Lane Sec.

There are no federal funds claimed on the above projects and enclosed are modified project agreements for project F-13(7) withdrawing the amounts currently under project agreement.

Approval of this action will release $16,130 in federal funds for use on other projects.

CL:bkc
Enc.

cc: R. Hacek
General Files

Form 734-3122

9744

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 11-17-80 **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. F-13(7) STA PROJECT NO. See below

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO.	COUNTY NAME Jackson
	ITEM NO. 10060	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-21
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 11/17/80	FEDERAL ROUTE NUMBER Primary 13 STATE ROUTE NUMBER Primary 22

GENERAL LOCATION:

Rogue River - Mallory Lane (Shady Cove) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering Lt. turn

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $3,000 - F.F. $2,644
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 11/7/80.

DATE 11/17/80	SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978—631-488

9711 22 1

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS

ORE N DEPARTMENT OF TRANSPORT ION
LOCATION UNIT

7-[illegible]

DATE ~~May 8, 1980~~

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Rogue River-Mallory Lane (Shady Cove)

HIGHWAY NAME: Crater Lake

HIGHWAY NUMBER: 22

REGION: 3

ADMINISTRATIVE DISTRICT: 8

COUNTY: Jackson

CITY: Shady Cove

LENGTH: 0.5

MILEPOST NUMBER: 20.0 TO 20.5

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct a continuous left turn refuge from Rogue River Bridge to Mallory Ln.

REFERRED TO
Beard
Cole ✓
Eriksen
Hager
Stoudenmeyer
Mona
Watson
Dorn
Lau
Due
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JUL 25 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979-4700

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☒	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Bruce E. Terpin
Location Engineer
Date 7/14/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTI NUMBER AND WIDTH	POSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12'	Same
SHOULDERS	each side 4'	2-5 ft.
MEDIANS	None	1-14' Continuous left turn refuge
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Shoulder Bikeway
INTERCHANGES	None	None
OTHER:		

	YES	NO	MAYBE		YES	NO	MAY
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☐	☒	Drainage District	☐	☒	☐
River	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☐	☒	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☐	☒	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(18 mo.)	1 mo.
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE		F 10 '85

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Crushed Base	12"	
"B" A.C.	3½	1½

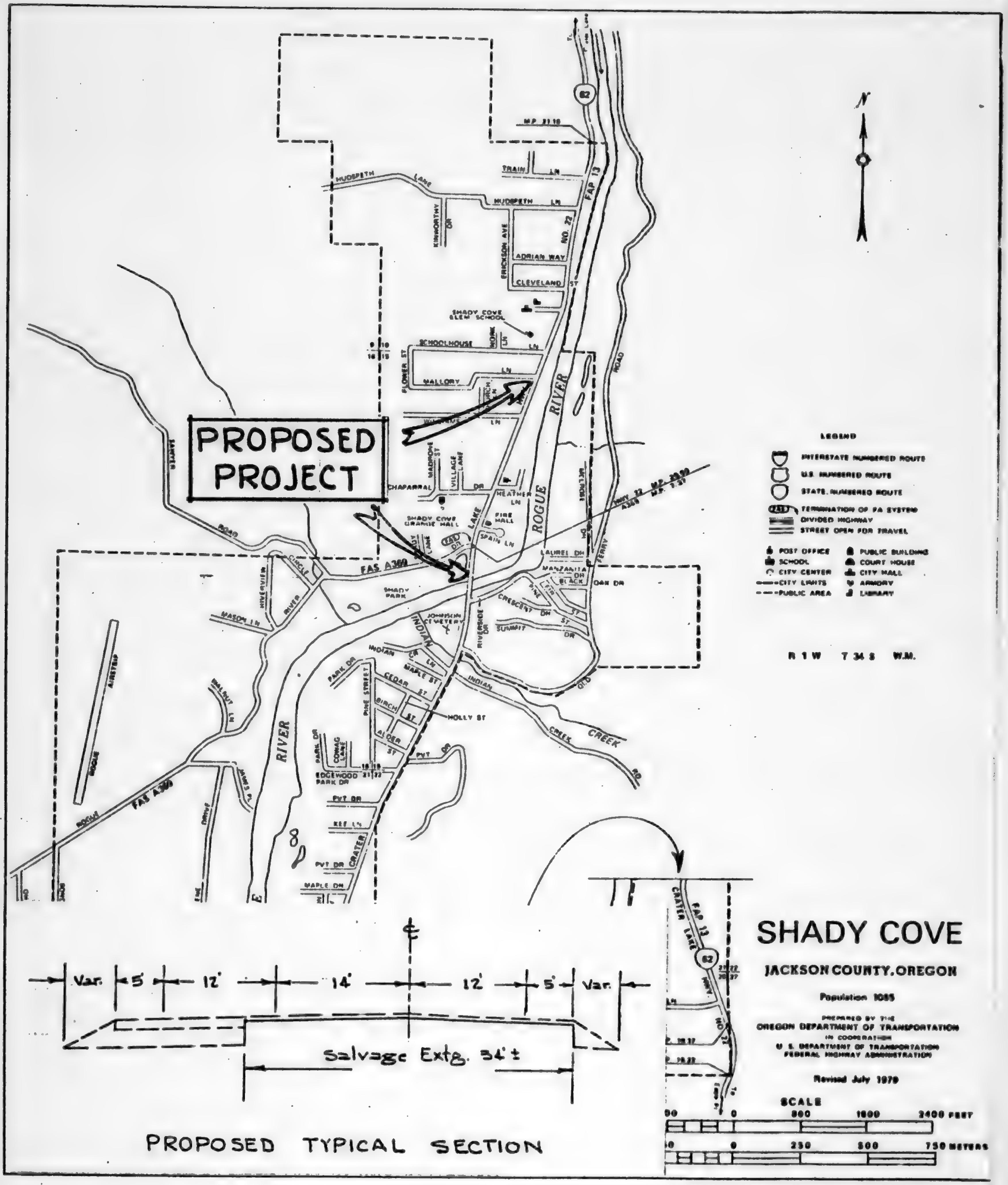
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$3,000.00	9,400
RIGHT OF WAY		
TRAFFIC CONTROL		9.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL H.I.P.	27.000	

SUBMITTED BY V. C. Neiswanger


PROPOSED PROJECT
SHADY COVE
JACKSON COUNTY, OREGON
Population 1085
PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised July 1979
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
R 1 W T 34 S W.M.
N
62
FAP 13
NO. 22
MP 21.10
HUDSPETH LANE
HUDSPETH LN
TRAIN LN
KENWORTHY DR
ERICKSON AVE
ADRIAN WAY
CLEVELAND ST
SHADY COVE ELEM. SCHOOL
SCHOOLHOUSE LN
FLOWER ST
MALLORY LN
RIVER
ROGUE
ROAD
MADRONE ST
VILLAGE LANE
CHAPARRAL DR
HEATHER LN
SHADY COVE GRANGE HALL
FIRE HALL
SPAIN LN
LANE
LAUREL DR
MANZANITA DR
BLACK OAK DR
FERRY
HWY 27 MP 23.30
FAS A360
CIRCLE
RIVERVIEW
MASON LN
SHADY PARK
JOHNSON CEMETERY
INDIAN
RIVERSIDE DR
CRESCENT DR
SUMMIT DR
INDIAN CREEK
OLD
CREEK
RD
PARK DR
PINE STREET
MAPLE ST
CEDAR ST
BIRCH ST
HOLLY ST
ALDER ST
PVT DR
CONNAG LANE
EDGEWOOD PARK DR
KEE LN
CRATER
MAPLE DR
AIRSTRIP
ROGUE
WALNUT LN
DRIVE
JAMES PL
CRATER LAKE
HWY.
℄
Var.
5'
12'
14'
12'
5'
Var.
Salvage Extg. 34'±
PROPOSED TYPICAL SECTION

1983 Ione-Lexington Sec., 9712
Heppner Hwy. (Grading and paving)

1 7 2 jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	**REPORT NO.** 4	**COUNTY** Morrow	**DIVISION** Oregon
DATE OF REPORT 5/28/87	**REPORT MADE BY** 5-28-[illegible] T. P. Lowe, Area Engineer		**PROJECT NO.** F-86(5)
COMPLETION DATE (Actual) 11/7/84	**ACCEPTANCE DATE BY CONRTACT AGENCY** 12/8/86	**TIME ELAPSED** 99 %	**CONTRACT TIME** 330 Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

IONE - LEXINGTON SECTION
HEPPNER HIGHWAY
Grading & Paving

Final cost of this project exceeded the original authorization of $2,157,000 by four percent.

The minor work mentioned in the final inspection report has been satisfactorily completed.

- TPL -

RECEIVED
STATE HWY ENGR
JUN 1 '87
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		**SIGNATURE** John T. [illegible]	
TITLE Area Engineer	**DATE** 5/29/87	**TITLE** District Engineer	**DATE** 5/29/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

January 15, 1987

CON 5 - #9712

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

On December 12, 1986, we wrote to you concerning release of final payment on Contract No. 9712 awarded to Morse Bros., Inc. for work on the Ione-Lexington Section of the Heppner Highway in Morrow County.

Final payment on this contract is $19,855.34 and the total contract amount is $1,960,841.93, including $8,622.77 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9712

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-176 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-23-86	State Oregon County Morrow Project Number F-86(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,245,500	$ 2,225,080
Federal funds	$ 1,979,408	$ 1,961,408
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23TH day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 22, 1986

Gen File

Federal-Aid Project No. F-86(5)

Ione-Lexington Section
Heppner Highway
Morrow County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway

Subtotal from estimate of 10-18-84		$ 2,002,427.90
	Subtotal	$ 2,002,427.90
	Engineering	222,652.10
	Total	$ 2,225,080.00

Length of Roadway	7.004 mi.
Cost of Roadway Per Mile	$ 317,687.04

Federal Funds (88.15%)	$ 1,961,408.00
State Funds	263,672.00
Total	$ 2,225,080.00

Appn Code 010
Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09712
Prefix: C025-1972
Prefix: C025-1077
DDB:bkb

-9712

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-291	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
		County MORROW
MODIFICATION NUMBER 1	10-1-84	Project Number F-86(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 18, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,097,904	$ 2,245,500
Federal funds	$ 2,097,904	$ 1,979,408
Other revisions		Appn Code 010

(Note: Additional Federal Funds collected - $246,400.14)

This modification is made for the following reasons: 1. "The project agreement executed 10-18-83 is modified to decrease Federal-aid participation to 88.15 percent in accordance with P.L. 97-424, Section 145".
2. To include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 18, 1984

FEDERAL AID PROJECT NO. F-86(5)

IONE-LEXINGTON SECTION
HEPPNER HIGHWAY
MORROW COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE IOOO
ROADWAY (Sta. 1110+00 to Sta. 1482+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Aggregate Subbase	$ 4.00	93,700	$ 374,800.00	118,131	$ 472,524.00
General Excavation	2.85	152,000	433,200.00	166,000	473,100.00
SUBTOTALS			$ 808,000.00		$ 945,624.00

Increase	$ 137,624.00
SUBTOTAL from Estimate of 10-18-83	1,864,803.90
SUBTOTAL	$2,002,427.90
Engineering	243,072.10
TOTAL	$2,245,500.00

Length of Roadway ---------------------- 7.004 mi.
Cost of Roadway Per Mile --------------- $320,602.51

Federal Funds (88.15%)	$1,979,408.
State Funds	266,092.00
TOTAL	$2,245,500.00

Group 1: 100%
Contract No. 9712
Prefix: 25-1972
Prefix: 25-1077

WH:pf

7 112

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
10-124

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State
Oregon
County
Morrow
Project No.
F-86(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ione-Lexington

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-83	7.004
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT
$ 2,097,904.00

FEDERAL FUNDS
$ 1,849,302.00*

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

*See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 10-18-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen file

Oregon State Highway Division
Salem, Oregon October 18, 1983

Federal-Aid Project No. F-86(5)

Ione-Lexington Section
Heppner Highway
Morrow County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1110+00 to Sta. 1482+00)

Mobilization		All Required		$ 165,000.00
Temporary Protection and Direction of Traffic		All Required		17,000.00
Temporary Signs	936	Sq. Ft.	9.00	8,424.00
Temporary Barricades	20	Each	40.00	800.00
Flagman	2,000	Hour	12.00	24,000.00
Clearing and Grubbing		All Required		16,640.00
Removal of Structures and Obstructions		All Required		2,000.00
Scarify Existing Surfacing	32,900	Sq. Yd.	0.10	3,290.00
Ditch Excavation	4,100	Cu. Yd.	2.50	10,250.00
General Excavation	152,000	Cu. Yd.	2.85	433,200.00
Trench Excavation	1,000	Cu. Yd.	22.00	22,000.00
Finishing Roadbed and Slopes		All Required		25,000.00
Watering	4,000	M-Gal.	10.00	40,000.00
Aggregate Subbase	93,700	Ton	4.00	374,800.00
3/4"-0 Aggregate Base	22,200	Ton	5.00	111,000.00
Emulsified Asphalt Concrete Mixture	16,500	Ton	6.00	99,000.00
Emulsified Asphalt in Mixture	1,075	Ton	174.00	187,050.00
Aggregate in Sand Choke Seal	1,100	Ton	7.00	7,700.00
Asphalt in Chip Seal	125	Ton	190.00	23,750.00
Aggregate in Chip Seal	1,100	Ton	7.50	8,250.00
Asphalt in Tack Coat	50	Ton	1.00	50.00
3/4"-0 Aggregate in Prime Coat	1,575	Ton	7.50	11,812.50
MC 250 Asphalt in Prime Coat	200	Ton	255.00	51,000.00
Concrete in Box Culverts	117	Cu. Yd.	300.00	35,100.00
Reinforcement in Box Culverts	15,934	Lb.	0.50	7,967.00
18-inch Culvert Pipe	3,130	Lin. Ft.	12.00	37,560.00
24-inch Culvert Pipe	170	Lin. Ft.	15.00	2,550.00
30-inch Culvert Pipe	54	Lin. Ft.	27.00	1,458.00
36-inch Culvert Pipe	76	Lin. Ft.	28.00	2,128.00
72-inch Culvert Pipe	24	Lin. Ft.	130.00	3,120.00

Extra for Pipe Under Pavement	42 Lin. Ft.	30.00	1,260.00
Guard Rail, Type 2A	3,163 Lin. Ft.	8.80	27,834.40
Guard Rail Anchors, Type 1	17 Each	270.00	4,590.00
Guard Rail Anchors, Type 2	1 Each	400.00	400.00
Rail End Pieces, Type C	18 Each	100.00	1,800.00
Extra for Asphalt Approaches	66 Each	120.00	7,920.00
Loose Riprap, Class 100	270 Cu. Yd.	20.00	5,400.00
Delineators, Type 2	275 Each	20.00	5,500.00
Delineators, Type 4	10 Each	10.00	100.00
Roadside Seeding and Mulching	16 Acre	500.00	8,000.00
			$ 1,794,703.90

Anticipated Items

Railroad Protective Cost	All Required		$ 58,000.00
Permanent Pavement Striping	All Required		7,800.00
Temporary Pavement Striping	All Required		3,300.00
Temporary Erosion Control	All Required		1,000.00
			$ 70,100.00
		Subtotal	$ 1,864,803.90
		Engineering	233,100.10
		Total	$ 2,097,904.00

Length of Roadway	7.004 mi.
Cost of Roadway Per Mile	$ 299,529.41
Federal Funds (88.15%)	$ 1,849,302.00
State Funds	248,602.00
Total	$ 2,097,904.00

Reimbursement 100%; $2,097,904.00 Public Law 97-424, S145

Group 1	100%
Contract No.	9712
Prefix:	25-1972
Prefix:	25-1077

Ione-Lexington Section
Nonparticipating-State Work

Single Mailbox Supports	7 Each	100.00	$	700.00

CL 1985-01159712 N

.CTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 18 1985
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
CON 5
#9712

July 15, 1985

Mr. Larry Black
317 E. 10th Street
The Dalles, OR 97058

This will acknowledge your Notice of Claim received June 6, 1985, concerning the following Highway Division contract:

FILED BY:	Larry Black, Sr.
AMOUNT:	$10,000.00
FOR:	Labor and materials
AGAINST (Prime contractor)	Morse Bros., Inc.
CONTRACT NO.:	9712
PROJECT:	Ione-Lexington Section, Heppner Highway, Morrow County
SURETY:	Safeco Insurance Company
AGENT:	Mitchel R. Gordon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
7-24-85 Kpm

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

✓ bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

To: Secretary of State of the State of Oregon
Director of Oregon State Highway Division, or the clerk or auditor of said public body

Notice is hereby given that the undersigned Larry Black, Sr. has a claim for labor and materials performed and furnished by Larry Black Excavating on Oregon State Highway Division contract number 9712 in the sum of $10,000 against the bond taken from Morse Brothers, Inc. as principal and Safeco Surety Company as surety for the work of constructing a public highway, specifically the Ione-Lexington section under said contract 9712 including blasting and excavation.

Larry Black Sr

Larry Black, Sr.
317 E. 10th St.
The Dalles, OR 97058

P 327 889 649

RECEIVED
JUN 06 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
JUN 5 '85
REFER TO
FOR

Info	Invs	R/D	D/R	Sign	Act	File

ASSIGNMENT

In consideration of a loan made to the undersigned to take on a job for Central Columbia Construction, Inc, who was a subcontractor for Morse Brothers, Inc, on the Ione-Lexington Section of Oregon State Highway Division Contract No. 9712, the undersigned hereby transfers, assigns and sets over to Larry Black, Sr, (the father of the undersigned), all of his right, title and interest in the claim of the undersigned, who worked on said job in the name and style of Larry Black Excavating, against Central Columbia Construction, Inc, Morse Brothers, Inc, The Oregon State Highway Division, and any suretys for those entities. By accepting this assignment, Larry Black, Sr, agrees that any recovery made from these sources shall be credited against the balance owing on said loan.

Dated: May 30, 1985.

Larry Black Jr
Larry Black, Jr.
dba Larry Black Excavating

Certified a True Copy
Larry Black Sr

RECEIVED
JUN 06 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

NOTED
H. S. COULTER

May 17, 1985

In Reply Refer to
File No.:

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

CON 3

Attn: Brad Dennis

RECEIVED
STATE HWY ENGR
MAY 21 '85
REFER TO
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

Gentlemen:

Re: Ione-Lexington
FAP No. F-86(5)
Contract No. 9712
Labor Complaint - John D. Skow

Central Columbia Construction, Inc., a subcontractor to Morse Bros., Inc. on the above project, employed Wayne Pierce to haul materials with his 10-12 yard end dump truck. Mr. John D. Skow was hired by Wayne Pierce for an agreed price of $8.00 per hour. I have confirmed the hours claimed from our Project Manager's records. They are as follows:

5-17-84	8 hrs.	5-25-84	8 hrs.
5-18-84	8 hrs.	6-04-84	4 hrs.
5-21-84	8 hrs.	6-06-84	8 hrs.
5-22-84	8 hrs.	6-07-84	9 hrs.
5-23-84	10 hrs.	6-08-84	8 hrs.
5-24-84	4 hrs.		

Straight time	- 80 hrs. x 15.64 + 3.74 =	1,550.40
Overtime	- 3 hrs. x 23.46 + 3.74 =	81.60
Total due employee		1,632.00

As I am sure you are aware, any underpayments or non-payments must be computed on the proper contract wage rate plus fringe benefits.

Ione-Lexington
Contract No. 9712
Labor Complaint - John D. Skow

Please see that proper payment is made with a copy of the canceled check as proof of payment. In addition, corrected certified payrolls must be provided reflecting that proper payment has been made.

No further reduction in retainage will be made until this matter is resolved.

Sincerely,

ORIGINAL SIGNED BY

J. L. Widmer
EEO, MBE & Labor Compliance
Officer

JLW:mk

bc: H. S. Coulter
Jack Sollis
R. D. Hector
Thomas Penner

CL 1985-.0048

FILED
MAR 7 1985
BARBARA ROBERTS
SECRETARY OF STATE

March 6, 1985

CON 5
#9712

C
O
P
Y

Carl M. Dutli
Attorney At Law
545 E. Seventh Street
Prineville, OR 97754

Dear Mr. Dutli:

This will acknowledge your letter of February 27, 1985, on behalf of Robert M. Ordway, dba Ordway Construction Company, filing a claim against the following Highway Division contract:

FILED BY:	Robert M. Ordway dba Ordway Construction Co.
AMOUNT:	$33,703.52 plus interest until paid
FOR:	Excavation and embankment construction
AGAINST (Prime contractor)	Morse Bros., Inc.
CONTRACT NO.:	9712
PROJECT:	Ione-Lexington Section, Heppner Highway, Morrow County
SURETY:	Safeco Insurance Company
AGENT:	Mitchel R. Gordon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

TED ON CARD
3-20-85 js

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Carl M. Dutli
ATTORNEY AT LAW
545 EAST SEVENTH STREET
PRINEVILLE, OREGON 97754

Carl M. Dutli
Jeff M. Wilson

(503) 447-3910

February 27, 1985

Bob Gormsen
Manager, Commission Services
Room 121, Transportation Bldg
Salem, OR 97310

To: Oregon State Highway Division

Notice is hereby given that the undersigned Robert M. Ordway, doing business as Ordway Construction Co., has a claim for excavation and embankment construction in the sum of $33,703.52 plus interest at the rate of 9% per annum from July 23, 1984 until paid, against the bond taken from Morse Brothers and their surety, Safeco Insurance Company, for the work of Ione-Lexington Section, Oregon State Highway Division Contract No. 9712.

Carl M Dutli

Carl M. Dutli
Attorney for Claimant,
Robert M. Ordway

JW:em

RECEIVED
FEB 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-86(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-7-85

4. PROGRAM NO.

5. ITEM NO. 10081

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/25/83

8. FEDERAL ROUTE NUMBER Primary 86

9. STATE ROUTE NUMBER Primary 52

10. GENERAL LOCATION:

Ione - Lexington Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 12/11/84 this will confirm the advance approval date of 8/25/83, contingent upon modification of Project Agreement if additional funds are available, to proceed with the adjustments to Columbia Basin Electric Cooperative, Inc.'s aerial power line relocation on an actual cost basis estimtaed to be $656; Federal Funds $578.26.

The Agreement with Columbia Basin Electric Cooperative, Inc. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

Orig. to 1/8

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 1/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 84-280

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 27 1984
NORMA PAULUS
SECRETARY OF STATE

December 21, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9712

Joe Young Explosives, Inc.
PO Box 267
Hood River, OR 97031

Gentlemen or Ladies:

This will acknowledge your letter of December 12, 1984, filing a claim against the following Highway Division contract: This claim filing is for interest due on an account since June 30, 1984, in which you filed a claim in the amount of $7,033.14.

FILED BY:	Joe Young Explosives, Inc.
AMOUNT:	$514.40
FOR:	Interest due on a previous claim filed July 11, 1984 in the amount of $7,033.14
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	Central Columbia Construction, Inc.
CONTRACT NO.:	9712
PROJECT:	Ione-Lexington Section, Heppner Highway, Morrow County
SURETY:	Safeco Insurance Company
AGENT:	Mitchel R. Gordon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1-25-85 JS

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

✓bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. This increases claim filing of 7-27-84 (CL84-137) in the amt. of $7,033.14 to $7,547.54.

731-0186

JOE YOUNG EXPLOSIVES, INC.

DUPONT EXPLOSIVES DISTRIBUTOR
BLASTING ACCESSORIES
13th and WASCO / PHONE 386-1282
P.O. BOX 267, HOOD RIVER, OREGON 97031

December 12, 1984

Robert W. Gormsen
Commission Services
121 Transportation Bldg.
Salem, Ore. 97310

RE: CON 5 (#9712) ; Increase in the amount of the original lien claim from $7,033.14 to $7,547.54 .

Robert W. Gormsen:

Please be advised that Joe Young Explosives, Inc. of Hood River, Ore. is filing for Demand of Payment of an additional $514.40 in the form of interest due on accounts owing our company since 6-30-84, for materials supplied to the Ione-Lexington State Project Contract # 9712. This additional amount of $514.40, brings the total amount of our lien, at present, to $7,547.54.

Please file a Claim, or add to the original Claim, in behalf of Joe Young Explosives, Inc the amount of $514.40 on contract #9712. If you need any more information not disclosed in this letter for Demand of Payment, please don't hesitate to contact me.

Contract No. 9712
Filed By; Joe Young Explosives, Inc.
Additional Amount: $514.40
For: Materials Supplied
Against (Prime Contractor): Morse Bros. Inc.
Subcontractor: Central Columbia Construction, Inc.
Contract No. : 9712
Project: Ione-Lexington Section, Heppner Highway, Morrow County
Surety: Safeco Insurance Company

Respectfully Submitted,
Joe Young Explosives, Inc.

Dale A. Young
Dale A. Young, Sec.

CC: Morse Bros. Inc. , Tangent, Ore.
Central Columbia Construction, Inc., The Dalles, Ore.
Safeco Insurance Co., Lake Oswego, Ore.

RECEIVED
DEC 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: No. 65 FIN
Ione - Lexington

WEEK ENDING: Dec. 15, 1984

SECTION PREFIX: 25-1077

HIGHWAY: Heppner

COUNTY: Morrow

NAME OF JOB: Ione - Lexington

KIND OF WORK: Grading & Paving

CONTRACTOR: Morse Bros., Inc.

CONTRACT NUMBER: 9712

FEDERAL AID PROJECT NUMBER: F-86(5)

DATE OF CONTRACT: Sept. 2, 1983

DATE WORK STARTED: Sept. 21, 1983

ESTIMATED COMPLETION DATE: Nov. 8, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: A: ALL

SPECIFIED CALENDAR DAYS: 330

WORK DAYS USED: A: ALL

CALENDAR DAYS USED: 329

PROJECT AUTHORIZATION: $ 2,157,192

EXCLUSIVE OF ENGINEERING: $ 2,003,792

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,060,281

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 3.5 %

SPECIFIED COMPLETION DATE: Nov. 8, 1984

ENGINEERING AUTHORIZATION: $ 153,400

This Week: 0

ENGINEERING COST TO DATE: $ 205,211

PERCENT OF AUTHORIZATION: 134 %

PERCENT OF TIME ELAPSED: 99

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104

DATE PROJECT WAS COMPLETED: Nov. 7, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.0	7.0			7.0
MILES PARTIALLY COMPLETED	7.0	7.0			7.0
MILES COMPLETED	7.0	7.0			7.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	152,000cy	115,900tn			16,500tn
TOTAL QUANTITIES CORRECTED TO DATE	175,000cy	130,900tn			15,969tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	175,000cy	130,900tn			15,969tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9		329		
MONDAY 10		329		
TUESDAY 11		329		
WEDNESDAY 12		329		
THURSDAY 13		329		
FRIDAY 14		329		
SATURDAY 15		329		

CE E CAE .... RECEIVED LS...... TC......
COE.... OM.... SA...... CC......
OE .... DEC 17 1984 FE ...... CP ......
CA.............. PQC..........
CAM .... CONSTRUCTION OCS..........
ESO.............. SECTION FILE..........

CONTR. NO: 9712 DATE: Dec. 15, 1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

9 SUNDAY	No activity.
10 MONDAY	No activity.
11 TUESDAY	No activity.
12 WEDNESDAY	No activity.
13 THURSDAY	No activity.
14 FRIDAY	No activity.
15 SATURDAY	No activity

REMARKS

STATUS: Contract completed.

Semi-final completed and submitted to Region 12-14-84.

SIGNED Bobby D. Johnson LOCATION Pendleton

Bobby D. Johnson, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

December 11, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Additional Power Line Relocation Work
Columbia Basin
Ione-Lexington Section
Heppner Highway
Morrow County
Project No. F-86(5)

NOTED
E. S. HUNTE

Here is a copy of a final billing of cost to adjust a power line crossing at Station 1309+65 dated May 30, 1984.

A certification prepared by Harlin Gerlach as to the Cooperative's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Cooperative was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Cooperative's facilities.

RECEIVED
STATE HWY ENGR
DEC 12 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Your approval of the actual cost agreement, as evidenced above, and confirmation of the previous authorization to proceed with the work as of August 25, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $636.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Tom Carman

97:2

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-86(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10081

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/9/84	Primary 86	Primary 52

10. GENERAL LOCATION:

Ione - Lexington Section

11. GENERAL DESCRIPTION OF WORK

Permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ xx CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/9/84 as requested in Mr. Fredrickson's letter of 10/31/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $5,000; Federal Funds $4,407.

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
11/27

14. DATE 11/26/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9712 CL 84-165

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 30 1984
NORMA PAULUS
SECRETARY OF STATE

August 24, 1984

Mr. R. E. Lauer
1817 NE 116th Place
Portland, OR 97220

CON 5
#9712

Dear Mr. Lauer:

This will acknowledge your Notice of Claim dated July 31, 1984, concerning the following Highway Division contract:

FILED BY:	R. E. Lauer
AMOUNT:	$7,877.80 plus interest
FOR:	Equipment rented
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	Central Columbia Construction
CONTRACT NO.:	9712
PROJECT:	Ione-Lexington Section, Heppner Highway, Morrow County
SURETY:	Safeco Insurance Company
AGENT:	Mitchel R. Gordon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
9-4-84

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
AUG 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM No. 126—CONSTRUCTION LIEN—Labor, materials and/or rented equipment. M-23651 STEVENS-NESS LAW PUB. CO., PORTLAND, OR. 97204

OL Use only for construction commenced prior to January 1, 1982.

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, has performed labor upon, transported or furnished materials and/or rented equipment (as hereinafter described), actually used in the construction of that certain improvement known as Ione, Lexington section of Heppner Hwy *all at the instance of the owner of said improvement or his construction agent; said improvement is situated upon certain land in the County of* Morrow*, State of Oregon, (which is the site of said improvement) described as follows:*

F-86 (5) station 1110 + 00 to station 1484 + 00

CERTIFIED
P 721 083 386
MAIL

The address of said land is, if known (if unknown, so state) unknown *, in said county and state.*

The name of the owner or reputed owner of said land is State of Oregon*,*

The name of the owner or reputed owner of said improvement is state of Oregon*; the person or persons just named at all times herein mentioned had knowledge of the construction of said improvement.*

The name of the person ☐ *who employed claimant to perform said labor, to furnish said materials and/or equipment, or* ☒ *to whom he furnished said materials or rented said equipment (indicate which) is*
Central Columbia Construction

The kind of labor so performed, materials so transported or furnished and equipment so rented by claimant was:

Labor (if no labor performed, insert word "none") none

Materials (if no materials furnished, insert the word "none") none

Equipment rented; if none, insert "none." plus interest $15,065.80

Claimant commenced to perform said labor, to furnish said material and/or equipment on March 13*, 19*84*, and completed same on* June 14*, 19*84*, after which he ceased to perform labor and/or to furnish materials or equipment. The construction of said improvement was completed on ...., 19...... (If not yet completed, so state).* Construction not yet completed

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

Labor	$ none
Materials	$ none
Equipment; its reasonable rental value plus interest	$ 15,065.80
	$
	8.00
Recording fees	$ 15,073.80
Total	$ 7,196.00
Less all just credits and offsets	$ 7,877.80
Balance due claimant	$

For the time and place of recording to make this lien a valid claim, see quotation from ORS 87.035 on next page.

— OVER —

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with such space about the same as may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter, and the singular includes the plural, as the circumstances may require.

Dated this 31 *day of* July, 19 84

R.E. Lauer
1817 NE 116th Pl
Portland, OR 97220

Ronald E. Lauer
1817 N.E. 116th Place
Claimant

State of Oregon, County of Multnomah ss.

I, Ronald E. Lauer, *being first duly sworn, depose and say: That I am the* .... *
claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct, as I verily believe.

Ronald E. Lauer

Subscribed and sworn to before me this 31st *day of* July, 1984

Nancy C. Reed
Notary Public for Oregon. My Commission expires 9-16-85

(SEAL)

Nancy C. Reed
NOTARY PUBLIC-OREGON
My Commission Expires 9-16-85

NOTICE TO THE OWNER of the land described in the attached copy of claim of lien:

Please be advised that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of Morrow *County, Oregon, on* August 1, 1984

Ronald E. Lauer
Claimant

* *Attorney for, Agent for, Secretary of, etc., or if an individual, leave blank.*

Note: ORS 87.039 provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

Note: The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 60 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement or some part thereof, is situated."

CLAIM OF CONSTRUCTION LIEN
LABOR AND/OR MATERIALS
(FORM No. 126)

Ronald E. Lauer
Lien Claimant

Owner

AFTER RECORDING RETURN TO
Ronald E. Lauer
1817 N.E. 116th Pl
Portland, Oregon
97220

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON }
County of Morrow } ss. 131539
Indexed

I hereby certify that the within instrument was received for record on 8-1-1984 at 1:05 P.M. and assigned No. 23651 in the Microfilm Records of said county.

Witness My Hand and Seal of County Affixed.

Barbara Bloodsworth
County Clerk

By Claudine Warren
Deputy

CL 84-166

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 30 1984
NORMA PAULUS
SECRETARY OF STATE

August 24, 1984

Mr. Larry Konopaski
PO Box 171
Grass Valley, OR 97029

CON 5
#9712

Dear Mr. Konopaski:

This will acknowledge your Notice of Claim dated July 31, 1984, concerning the following Highway Division contract:

FILED BY:	Larry Konopaski
AMOUNT:	$11,282.52
FOR:	Labor (welding and repair)
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	Central Columbia Construction
CONTRACT NO.:	9712
PROJECT:	Ione-Lexington Section, Heppner Highway, Morrow County
SURETY:	Safeco Insurance Company
AGENT:	Mitchel R. Gordon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

ED ON CARD
9-4-84 kgm

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
AUG 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM No. [illegible]—CONSTRUCTION LIEN—Labor, materials and/or rental equipment 111-23832 [illegible] LAW PUB. CO., [illegible]

[illegible] only for construction commenced prior to January 1, 1983.

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, [illegible] labor upon, transported or furnished materials and/or rented equipment (as hereinafter described), actually used in the construction of that certain improvement known as Iona, Lexington section of Heppner Hwy all at the instance of the owner of said improvement or his construction agent; said improvement is situated upon certain land in the County of ...., State of Oregon, (which is the site of said improvement) described as follows:

P-86 (5) station 1110 + 00 to station 1484 + 00

CERTIFIED
P 708 018 984
MAIL

The address of said land is, if known (if unknown, so state) unknown ...., in said county and state.

The name of the owner or reputed owner of said land is state of Oregon ....,

The name of the owner or reputed owner of said improvement is State of Oregon ....; and the persons just named at all times herein mentioned had knowledge of the construction of said improvement.

The name of the person(s) who employed claimant to perform said labor, to furnish said materials and/or equipment, or to whom he furnished said materials or rented said equipment (indicate which) is .... Central Columbia Construction ....

The kind of labor so performed, materials so transported or furnished and equipment so rented by claimant [illegible]

Labor (if no labor performed, insert word "none") welding and repair $ 1,739.64 plus interest

Materials (if no materials furnished, insert the word "none") none ....

Equipment rented; if none, insert "none." plus interest $ 16,166.88

Claimant commenced to perform said labor, to furnish said material and/or equipment on March 13, 1984, and completed same on June 14, 1984, after which he ceased to perform labor and/or to furnish materials or equipment. The construction of said improvement was completed on ...., 19...... (If not yet completed, so state). Construction not yet completed.

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

Labor plus interest	$ 1,739.64
Materials	$ none
Equipment; its reasonable rental value plus interest	$ 16,166.88
	$
Recording fees	$ 8.00
Total	$ 17,914.52
Less all just credits and offsets	$ 6,632.00
Balance due claimant	$ 11,282.52

For the time and place of recording to make this lien a valid claim, see quotation from ORS 87.035 on next page.

—OVER—

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with such space about the same as may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter, and the singular includes the plural, as the circumstances may require.

Dated this 31 day of July, 19 84

P.O. Bx 171
Grass Valley, OR
97029

Larry A. Konopaski
Claimant

State of Oregon, County of Morrow) ss.

I, Larry A. Konopaski, being first duly sworn, depose and say: That I am the * claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct, as I verily believe.

Larry A. Konopaski

Subscribed and sworn to before me this 31st day of July, 1984

Nancy C Reed
Notary Public for Oregon. My Commission expires 9-16-85

(SEAL)

Nancy C Reed
NANCY C. REED
NOTARY PUBLIC-OREGON
My Commission Expires 9-16-85

NOTICE TO THE OWNER of the land described in the attached copy of claim of lien:

Please be advised that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of MoRRow County, Oregon, on 8-1, 19 84.

Larry Konopaski
Claimant

*Attorney for, Agent for, Secretary of, etc., or if an individual, leave blank.

Note: ORS 87.036 provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

Note: The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 90 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement or some part thereof, is situated."

CLAIM OF CONSTRUCTION LIEN LABOR AND/OR MATERIALS

(FORM No. 120)

Larry A. Konopaski
Lien Claimant

[illegible]
Owner

[illegible]
[illegible], Oregon

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON } ss. 131540
County of Morrow

Indexed

I hereby certify that the within instrument was received for record on 8-1-1984 at 1:07 P.M. and recorded No 23652 in the Miscellaneous records of said county.

Witness My Hand and Seal of County affixed.

[illegible]

971-

CC 84-146

FILED
AUG 22 1984
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 21, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9712

Kilpatricks & Pope, Lawyers
Box A
Mt. Vernon, OR 97865

Attention: Roy Kilpatrick

Gentlemen or Ladies:

This will acknowledge the Notice of Filing Lien dated August 3, 1984, on behalf of DeWayne Simmons concerning the following Highway Division contract:

FILED BY:	DeWayne Simmons
AMOUNT:	$10,545
FOR:	Labor and materials
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	Central Columbia Construction Co.
CONTRACT NO.:	9712
PROJECT:	Ione-Lexington Section, Heppner Highway, Morrow County
SURETY:	Safeco Insurance Company
AGENT:	Mitchel R. Gordon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

NOTED ON CARD
8-30-84 Jm

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

RECEIVED
AUG 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF FILING LIEN
and
NOTICE OF INTENT TO FORECLOSE LIEN

TO: State of Oregon
Transportation Department
135 Transportation Building
Salem, OR 97310

On July 27, 1984, DeWayne Simmons of Fossil, Oregon, filed a lien in the amount of $10,545.00 in the records of the Morrow County Clerk for labor and materials furnished to Morse Brothers, Central Columbia Construction Co., and State of Oregon by and through its Transportation Department, during the construction of that certain new 8-mile section of road between Ione and Lexington, Oregon, for the development of a gravel pile which is now situated on property described as:

> A parcel of land lying in the NE¼SE¼ of Section 20, Twp. 1 S., R. 25 E., W.M., Morrow County, Oregon, described as:
>
> Beginning at the Northwest corner of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 48, page 359 of Morrow County Record of Deeds; thence North 64° 51" 08.5" West parallel with the center line of the relocated Heppner Highway 425 feet, more or less, to the Westerly line of said NE¼SE¼; thence Southerly along said Westerly line to the Northerly line of Parcel 1; thence South 64° 51' 08.5" East along said Northerly line to the Westerly line of said State of Oregon property; thence Northerly along said last mentioned Westerly line to the point of beginning.

You are hereby advised that unless payment in full is received within ten days from the date hereof, my client intends to commence suit to foreclose its lien upon the property described above and the gravel pile thereon.

DATED, August 3, 1984.

DE WAYNE SIMMONS

by
Roy Kilpatrick

Kilpatricks & Pope, Lawyers
P. O. Box A
Mt. Vernon, OR 97865

CERTIFIED MAIL NO. 489 201 900

RECEIVED
[illegible]
[illegible] SERVICES
[illegible] OF TRANSPORTATION

M-23618

MECHANIC'S LIEN

KNOW ALL MEN BY THESE PRESENTS, the undersigned claimant has furnished materials at the special instance and request of MORSE BROTHERS, 3226 Highway 34, Tangent, OR 97389; CENTRAL COLUMBIA CONSTRUCTION CO., The Dalles, OR 97058; and STATE OF OREGON, by and through its Transportation Department, Salem, Oregon 97310, who at all times while said materials were being furnished were the original contractor, subcontractor, or other party having charge of the construction of that certain new 8-mile section of road between Ione and Lexington, Oregon, and did perform labor and furnish equipment for the development of a gravel pile which is now situated on the parcel of land:

> A parcel of land lying in the NE¼SE¼ of Section 20, Twp. 1 S., R. 25 E., W.M., Morrow County, Oregon, described as:
>
> Beginning at the Northwest corner of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 48, page 359 of Morrow County Record of Deeds; thence North 64° 51' 08.5" West parallel with the center line of the relocated Heppner Highway 425 feet, more or less, to the Westerly line of said NE¼SE¼; thence Southerly along said Westerly line to the Northerly line of Parcel 1; thence South 64° 51' 08.5" East along said Northerly line to the Westerly line of said State of Oregon property; thence Northerly along said last mentioned Westerly line to the point of beginning.

Said materials were to be used and were used in constructing said improvement and were furnished by claimant to the original contract, subcontractor or other party named above who was the agent of the owner of the described land and improvement and the person by whom claimant was employed; at all times herein mentioned, the owner had knowledge of the construction of the improvement and consented thereto; on the date hereof one or more of the above named parties is the owner or reputed owner of the land and improvement.

The reasonable value of the materials and labor furnished by claimant for use and used in said construction was and is $22,600.00, and there is now due and owing claimant for materials and labor so furnished, after deducting all just credits and offsets, the sum of $10,540.00.

Following is a true statement of claimant's demand after the deductions mentioned above:

February 6, 1984 through and including May 23, 1984,		
Material and labor furnished		$22,600.00
Paid on account	$12,060.00	
Balance		$10,540.00
Cost of preparation of lien notice		5.00
Balance due Claimant:		$10,545.00

Claimant claims a lien for the amount last stated upon the said improvement and upon the land upon which the improvement is situated, together with such space about the same as may be required for the convenient use and occupation thereof, to be determined by the court at the time of the foreclosure of this lien.

The time in which claimant has to file this claim of lien for recording with the county clerk of the county in which said improvement is situated has not expired in that sixty days have not elapsed from the date of completion of construction because construction has not been completed.

DATED, July 25, 1984.

DeWayne Simmons
DeWayne Simmons, Claimant

STATE OF OREGON)
) ss.
COUNTY OF GRANT)

I, DeWayne Simmons, being first sworn, say I am the claimant named in and who signed the foregoing instrument; that I have knowledge fo the facts therein set forth; that the instrument contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets; that all statements made in the instrument are true and correct.

DeWayne Simmons
DeWayne Simmons

Subscribed and sworn to before me, July 25, 1984.

(Notarial Seal)

Notary Public for Oregon

My Commission expires: 4/8/88

131506
Indexed
State of Oregon, County of Morrow) ss.
I hereby certify that the within instrument was received for record on 7-27-84 at 10:07 a.m. and assigned No. 23618 in the Microfilm Records of said county.
Witness my Hand and Seal of County Affixed
Barbara Bloodsworth, County Clerk
by s/ Claudine Warren, Deputy
(SEAL - Morrow County Court)

RECEIVED
7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

KILPATRICKS & POPE
LAWYERS

BOX A
MT. VERNON, OREGON 97865
(503) 932-4455

ROY KILPATRICK
HOME PHONE: 932-4652

MIKE KILPATRICK
HOME PHONE: 932-4767

MILO POPE
HOME PHONE: 932-4683

KATHERINE J. EISMANN
CHARLOTTE BLANK
HELEN B. SAUNDERS
CALI DEMING
Legal Assistants

JODY BAGETT
Secretary

RECEIVED
AUG 10 1984
LEGAL

CERTIFIED MAIL NO. 489201901

8 August 1984

The Hon. Norma Paulus
Secretary of State
136 State Capitol
Salem, OR 97310

DE WAYNE SIMMONS

Notice hereby is given that DeWayne Simmons of Fossil, Oregon, has a claim for labor and materials, as more particularly set out in the attached Lien in the sum of $10,545.00 against the bond taken from Morse Bros, Inc., Tangent, Oregon, and its surety, Safeco Insurance Company, 4104 S.W. Kruse Way, Lake Oswego, Oregon, for the work on that certain new 8-mile section of road between Lexington and Ione in Umatilla County, Oregon.

This notice is given pursuant to ORS 279.528 by me as attorney for DeWayne Simmons.

claim already filed

ROY KILPATRICK
cb

cc: DeWayne Simmons
H. S. Coulter, State Highway Engineer
R. D. Hector, Region 5 Engineer

RECEIVED
[illegible]
COMMUNI[illegible] [illegible]ICES
[illegible] OF TRANSPORTATION

no response nec.
claim filed with us direct.

cy
WES
8-10

C O P Y
FOR YOUR INFORMATION

RECEIVED
STATE HWY ENGR
AUG 10 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

MECHANIC'S LIEN

KNOW ALL MEN BY THESE PRESENTS, the undersigned claimant has furnished materials at the special instance and request of MORSE BROTHERS, 3226 Highway 34, Tangent, OR 97389; CENTRAL COLUMBIA CONSTRUCTION CO., The Dalles, OR 97058; and STATE OF OREGON, by and through its Transportation Department, Salem, Oregon 97310, who at all times while said materials were being furnished were the original contractor, subcontractor, or other party having charge of the construction of that certain new 8-mile section of road between Ione and Lexington, Oregon, and did perform labor and furnish equipment for the development of a gravel pile which is now situated on the parcel of land:

> A parcel of land lying in the NE¼SE¼ of Section 20, Twp. 1 S., R. 25 E., W.M., Morrow County, Oregon, described as:
>
> Beginning at the Northwest corner of that property described in that deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 48, page 359 of Morrow County Record of Deeds; thence North 64° 51' 08.5" West parallel with the center line of the relocated Heppner Highway 425 feet, more or less, to the Westerly line of said NE¼SE¼; thence Southerly along said Westerly line to the Northerly line of Parcel 1; thence South 64° 51' 08.5" East along said Northerly line to the Westerly line of said State of Oregon property; thence Northerly along said last mentioned Westerly line to the point of beginning.

Said materials were to be used and were used in constructing said improvement and were furnished by claimant to the original contract, subcontractor or other party named above who was the agent of the owner of the described land and improvement and the person by whom claimant was employed; at all times herein mentioned, the owner had knowledge of the construction of the improvement and consented thereto; on the date hereof one or more of the above named parties is the owner or reputed owner of the land and improvement.

The reasonable value of the materials and labor furnished by claimant for use and used in said construction was and is $22,600.00, and there is now due and owing claimant for materials and labor so furnished, after deducting all just credits and offsets, the sum of $10,540.00.

Following is a true statement of claimant's demand after the deductions mentioned above:

February 6, 1984 through and including May 23, 1984,		
Material and labor furnished		$22,600.00
Paid on account	$12,060.00	
Balance		$10,540.00
Cost of preparation of lien notice		5.00
Balance due Claimant:		$10,545.00

Claimant claims a lien for the amount last stated upon the said improvement and upon the land upon which the improvement is situated, together with such space about the same as may be required for the convenient use and occupation thereof, to be determined by the court at the time of the foreclosure of this lien.

The time in which claimant has to file this claim of lien for recording with the county clerk of the county in which said improvement is situated has not expired in that sixty days have not elapsed from the date of completion of construction because construction has not been completed.

DATED, July 25, 1984.

DeWayne Simmons
DeWayne Simmons, Claimant

STATE OF OREGON)
) ss.
COUNTY OF GRANT)

I, DeWayne Simmons, being first sworn, say I am the claimant named in and who signed the foregoing instrument; that I have knowledge fo the facts therein set forth; that the instrument contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets; that all statements made in the instrument are true and correct.

DeWayne Simmons
DeWayne Simmons

Subscribed and sworn to before me, July 25, 1984.

Charlott Beank
Notary Public for Oregon

My Commission expires: 4/8/88

RECEIVED
[illegible] 18 19[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9712 CL 84-144

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 20 1984
NORMA PAULUS
SECRETARY OF STATE

August 17, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9712

Abrams, Kuhn & Spicer
Attorneys at Law
PO Box 428
Heppner, OR 97836

Attention: William J. Kuhn

Gentlemen or Ladies:

This will acknowledge your letter of August 2, 1984, with attached Notice on behalf of Morrow County Grain Growers, Inc., filing a claim against the following Highway Division contract:

FILED BY:	Morrow County Grain Growers, Inc.
AMOUNT:	$10,011.50
FOR:	Tires, fuel and miscellaneous items
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	Central Columbia Construction Co.
CONTRACT NO.:	9712
PROJECT:	Ione-Lexington Section, Heppner Highway, Morrow County
SURETY:	Safeco Insurance Company
AGENT:	Mitchel R. Gordon

We will advise the surety and the prime contractor of the receipt of this claim. We note that you have filed it directly with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON C
8-22-84

cc: Morse Bros., Inc.
Safeco Insurance Company

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Claim filed directly by attorney.

731-0188

Robert B. Abrams
William J. Kuhn
Annetta L. Spicer

Telephone 676-9141

Abrams, Kuhn & Spicer
Attorneys-At-Law
P.O. Box 428
Heppner, Oregon 97836

August 2, 1984

TO:

State of Oregon
Department of Transportation
Robert Gormsen
121 Transportation Building
Salem, OR 97310

Office of the Secretary of State
State of Oregon
State Capitol
Salem, OR 97310

ATTN: Public Records

Enclosed is a Claim of Lien on Contractor's Bond against Morse Brothers, Inc. on Department of Transportation contract #97-12 against the bond from SafeCo Insurance Co.

Sincerely,

ABRAMS, KUHN & SPICER

William J Kuhn

William J. Kuhn
Attorney for Claimant

WJK/cp

RECEIVED
AUG 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert B. Abrams
William J. Kuhn
Annetta L. Spicer

Telephone 676-9141

Abrams, Kuhn & Spicer
Attorneys-At-Law
P.O. Box 428
Heppner, Oregon 97836

TO:

State of Oregon
Department of Transportation
Robert Gormsen
121 Transportation Building
Salem, OR 97310

Office of the Secretary of State
State of Oregon
State Capitol
Salem, OR 97310

ATTN: Public Records

Notice hereby is given that the undersigned Morrow County Grain Growers, Inc. an Oregon Cooperative, Lexington, Oregon, 97839 has a claim for tires, fuel and miscellaneous items purchased on an open account from September 1983 to March 30, 1984 by Central Columbia Construction Co. P.O. Box 25, The Dalles, Oregon in the sum of $10,011.50 against the bond taken from SafeCo Insurance Co. by Morse Brothers, Inc. 32260 Highway 34, Tangent, Oregon on Department of Transportation Contract #97-12 for highway construction between Lexington and Ione, Oregon in Morrow County. Central Columbia Construction Company is a subcontractor to Morse Brothers, Inc.
DATED this 3rd day of August, 1984.

Larry Mills, General Manager
Morrow County Grain
Growers, Inc., Claimant

#9712

CERTIFIED
P 707 948 942
MAIL

RECEIVED
AUG 8 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-155

9712

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 21 1984
NORMA PAULUS
SECRETARY OF STATE

August 16, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9712

Schwab, Hilton & Howard
Attorneys at Law
610 SW Alder Street
Portland, OR 97205

Attention: Scott Howard

Gentlemen or Ladies:

This will acknowledge a copy of your letter dated August 6, 1984, addressed to the Secretary of State and Morse Bros., with attached Notice of Claim filed on behalf of Valley Rentals, Inc., concerning the following Highway Division contract:

FILED BY:	Valley Rentals, Inc.
AMOUNT:	$12,257.76 together with interest until paid
FOR:	Equipment rented and material
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	Central Columbia Construction
CONTRACT NO.:	9712
PROJECT:	Ione-Lexington Section, Heppner Highway, Morrow County.
SURETY:	Safeco Insurance Company
AGENT:	Mitchel R. Gordon

We will advise the surety and the prime contractor of the receipt of this claim filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
8-22-84

cc: Safeco Insurance Company
Morse Bros., Inc.

bc: ✓Secretary of State - Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by attorney with you.

SCHWAB, HILTON & HOWARD
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE (503) 226-2926

DWIGHT L. SCHWAB
FRANK H. HILTON, JR.
CHARLES SCOTT HOWARD
HARRISON LATTO

DENTON G. BURDICK, JR.
(1916-1980)

August 6, 1984

CERTIFIED MAIL - RETURN RECEIPT REQUESTED
(Certified Receipt No. P 713 942 602)

Honorable Norma Paulus
Secretary of State
Labor & Industries Building
Salem, Oregon 97310

CERTIFIED MAIL - RETURN RECEIPT REQUESTED
(Certified Receipt No. P 713 942 603)

Morse Brothers
P. O. Box 7
Lebanon, Oregon 97355

Re: Oregon State Highway Department, Job No. 9712

Dear Madam Secretary and Gentlemen:

Enclosed is a Notice of Bond Claim given on behalf of Valley Rentals, Inc., with reference to the above-entitled job.

Will you please acknowledge receipt of this Notice.

Yours very truly,

Scott Howard

RECEIVED
AUG 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SH/emb

Enclosure

Cc: Oregon State Highway Division (Certified Mail - Return Receipt Requested)
Attention: Robert Gormsen (Certified Receipt No. P 713 942 604)
121 Transportation Building (with enclosure)
Salem, Oregon 97310

Safeco Insurance Company (Certified Mail - Return Receipt Requested)
4101 S. W. Kruse Way (Certified Receipt No. P 713 942 605)
Lake Oswego, Oregon 97034 (with enclosure

Valley Rentals, Inc.
Attention: John McKenzie

NOTICE OF BOND CLAIM

TO: Morse Brothers
P. O. Box 7
Lebanon, Oregon 97355

Norma Paulus
Secretary of State
Labor & Industries Building
Salem, Oregon 97310

Re: Oregon State Highway Department, Job No. 9712

NOTICE IS HEREBY GIVEN that the undersigned, Valley Rentals, Inc., has a claim for equipment rented and materials furnished to Central Columbia Construction, who is a sub-contractor to Morse Brothers, in the sum of $12,257.76, together with interest at the rate of 18% per annum from July 31, 1984, until paid, against the bond taken from Morse Brothers, as principals, and Safeco Insurance Company, as surety, for the work of the Ione Lexington Section, Hepner Highway, Morrow County, Oregon, Oregon State Highway Department No. 9712.

VALLEY RENTALS, INC.

John E. McKenzie

John McKenzie
General Manager

Cc: Oregon State Highway Division
Attention: Robert Gormsen
121 Transportation Building
Salem, Oregon 97310

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, Oregon 97034

RECEIVED
AUG 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-150
9712

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 1[illegible] 1984
NORMA PAULUS
SECRETARY OF STATE

August 14, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9712

Simensen Trucking
2514 N. Willamette Blvd.
Portland, OR 97217

Attention: Gary Simensen

Gentlemen or Ladies:

This will acknowledge copies of your letter to Safeco Insurance dated August 2, 1984, and Mansfield Insurance dated July 24, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Simensen Trucking
AMOUNT:	$3,904.00
AGAINST (Prime contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	Central Columbia Construction
CONTRACT NO.:	9712
PROJECT:	Ione-Lexington Section, Heppner Highway, Morrow County
SURETY:	Safeco Insurance Company
AGENT:	Mitchel R. Gordon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
8-22-84 kjm

cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

✓bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SIMENSEN TRUCKING
2514 N. Willamette Blvd.
Portland, Oregon 97215
503-285-1364

August 2, 1984

Safco Insurance
Safco Plaza
Seattle, WA 98185

SUBJECT: Contract Bond - Morris Brothers

The purpose of this letter is to notify you that Simensen Trucking is filing a claim on the bond of Morris Brothers for the unpaid amount owed to Simensen Trucking of $3,904.00 from the Ione/Lexington Job, State Highway Contract #9712.

Enclosed are copies of the trip tickets for work done May 2nd through May 14, 1984 for Central Columbia Construction who was contracted by Morris Brothers for the above mentioned job.

In order to avoid inconvenience to all concerned or making any action unnecessary, please pay the amount mentioned above promptly.

Very truly yours,

Gary Simensen

Gary Simensen
Owner/Operator
SIMENSEN TRUCKING

Enclosures

cc: Mr. Brad Dennis
Morris Brothers
32260, Hwy 34
Tangent, OR 97389

Mr. Dave Gilmore
Central Columbia Construction
P.O. Box 25
The Dalles, Oregon 97058

Mansfield Insurance
1530 S.W. Taylor
Portland, OR 97205

Commissions Services
Or. St. Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

GS/ps

SIMENSEN TRUCKING
2514 N. Willamette Blvd.
Portland, Oregon 97215
503-285-1364

July 24, 1984

Mansfield Insurance
1530 S.W. Taylor
Portland, OR 97205

SUBJECT: Contract Bond # 760120-103368-36

The purpose of this letter is to notify you that Simensen Trucking is filing a claim on the bond of Dave Gilmore and Jack Anderson, partners, dba/Central Columbia Construction for the unpaid amount owed to Simensen Trucking of $3,904.00.

Reference contract bond number 760120-103368-36.

Enclosed are copies of the trip tickets for work done May 2nd through May 14, 1984 for Central Columbia Construction.

In order to avoid inconvenience to all concerned or making any action unnecessary, please pay the amount mentioned above promptly.

Very truly yours,

Gary Simensen

Gary Simensen
Owner/Operator
SIMENSEN TRUCKING

Enclosures

cc: Central Columbia Construction
P.O. Box 25
The Dalles, Oregon 97058

Commissions Services
Or. St. Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

GS/ps

#9712
Prime: Morse Bros.

RECEIVED
JUL 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 84-137

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 27 1984
NORMA PAULUS
SECRETARY OF STATE

July 25, 1934

IN REPLY REFER TO FILE NO.:
CON 5
#9712
#9755

Joe Young Explosives, Inc.
PO Box 267
Hood River, OR 97031

Attention: Dale A. Young
Secretary

Gentlemen or Ladies:

This will acknowledge your letter dated July 11, 1984, with attachments, filing a claim against the following Highway Division contracts:

CONTRACT NO. 9712

FILED BY:	Joe Young Explosives, Inc.
AMOUNT:	$7,033.14
FOR:	Material
AGAINST (Prime Contractor)	Morse Bros., Inc.
SUBCONTRACTOR:	Central Columbia Construction, Inc.
CONTRACT NO.:	9712
PROJECT:	Ione-Lexington Section, Heppner Highway, Morrow County
SURETY:	Safeco Insurance Company

NOTED ON CARD
8-1-84 kjm

731-0188

CONTRACT NO. 9755

FILED BY:	Joe Young Explosives, Inc.
AMOUNT:	$17,078.50
FOR:	Material
AGAINST (Prime contractor)	L.T. Contractors, Inc.
SUBCONTRACTOR:	Howard L. Logsdon
CONTRACT NO.:	9755
PROJECT:	Dayville-Flat Creek Section, John Day Highway, Grant County
SURETY:	Seaboard Surety Company

We will advise the sureties and the prime contractors of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

L.T. Contractors, Inc.
PO Box 11249
Portland, OR 97211

Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

✓ bc: Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copies of this letter.

RECEIVED
JUL 31 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOE YOUNG EXPLOSIVES, INC.

DU PONT EXPLOSIVES DISTRIBUTOR
BLASTING ACCESSORIES
13th and WASCO / PHONE 386-1282
P.O. BOX 267, HOOD RIVER, OREGON 97031

July 11, 1984

Robert W. Gormsen
Commission Services
121 Transportation Bldg.
Salem, Ore. 97310

RE: Failure to receive payment for explosive materials supplied to two state road projects currently underway in the state of Oregon.

Robert W. Gormsen:

Please be advised that Joe Young Explosives, Inc., Of Hood River, Ore. is filing for DEMAND OF PAYMENT immediately, from two state road projects,
1) Ione to Lexington Contract # 9712, Morse Brothers Inc. - Prime Contractor, Bond #4370659 in the amount of $5,926.35 and $1,106.79 (copies of the letters of demand are enclosed)
2) Dayville to Flat Creek Contract # 9755, L.T. Contractors, Portland, Ore.- Prime Contractor, Bond #96733484 in the amount of $17,078.50 (copies of the letters of demand are enclosed).

Please file Claims in behalf of Joe Young Explosives on these two items listed above. If you need any more information not disclosed in the letters of DEMAND OF PAYMENT , please don't hesitate to call me.

Respectfully Submitted,
Joe Young Explosives, Inc.

Dale A. Young
Dale A. Young , Sec.

CC: MORSE BROTHERS, INC. TANGENT, ORE.
Central Columbia Construction, INC., The Dalles Ore.

L.T. CONTRACTORS, PORTLAND, ORE.
Howard L. Logsdon, Baker, Ore.

RECEIVED
[illegible] 13 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

J
YOUNG EXPLOSIVES, INC.
E

DUPONT EXPLOSIVES DISTRIBUTOR
BLASTING ACCESSORIES
13th and WASCO / PHONE 386-1282
P.O. BOX 267, HOOD RIVER, OREGON 97031

July,11, 1984

Central Columbia Construction, Inc.
PO Box 25
The Dalles, Ore. 97058

RE: Ione to Lexington (Ore. Highway #74) Road Construction Project; Prime Contractor: Morse Brothers, Tangent, Ore.; Sub-Contrator: Central Columbia Constuction, Inc. , The Dalles, Ore. for excavation on said project; Larry Black, The Dalles Ore., Sub-Contractor to Central Columbia Construction, Inc., for drilling and blasting on said project: Failure to pay Joe Young Explosives, Inc. of Hood River, Ore. for materials supplied and used on said project.

Gentlemen:

As previously discussed by telephone and in person, we at Joe Young Explosives have failed to receive payment in full for materials used by either Larry Black or Central Columbia Construction, Inc. on the above (RE:) construction project.

This failure to make payments in full, for both Larry Black and Central Columbia Construction, Inc., according to your verbal guaranty to make said payment, prompts Joe Young Explosives, Inc. to DEMAND PAYMENT IN FULL immediately in the amounts of $5,926.35 for Larry Black, and $1,106.79 for Central Columbia Construction, Inc. as both accounts are over 30 days old, or we will be forced to make a claim to the State of Oregon and to the Bond Holder against the Contract #9712 and the Bond #4370659 in the amounts mentioned there above.

Respectfully Submitted,
Joe Young Explosives, Inc.

Dale A. Young
Dale A. YOUNG, SEC.

CC: Morse Brothers, Inc., Tangent, Ore.
Commission Services, Salem, Ore.

RECEIVED
JUL 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOE YOUNG EXPLOSIVES, INC.

DUPONT EXPLOSIVES DISTRIBUTOR
BLASTING ACCESSORIES
13th and WASCO / PHONE 386-1282
P.O. BOX 267, HOOD RIVER, OREGON 97031

July 11, 1984

Howard L. Logsdon
Rock Crushing Contractor
2850 Myrtle
P.O. Box 109
Baker, Ore. 97814

RE: Oregon State Highway Contract # 9755 - Dayville to Flat Creek Section of the John Day Highway. Prime Contractor: L.T. Contractors - Portland, Or; Rock Crushing Sub-Contractor: Howard L. Logsdon - Baker, Ore. ; Drilling and Blasting Sub-Contractor for Howard L. Logsdon: Brewer and Graham Drilling and Blasting, Pilot Rock, Ore. : Failure to receive payment for explosive materials supplied and used for purpose of obtaining rock for Howard L. Logsdon to crush for the above mentioned road project.

Howard L. Logsdon
Rock crushing Contractor,

To date, Joe Young Explosives, Inc, Hood River, Ore., have failed to receive any payment for any of the explosive materials supplied and used by Brewer and Graham Drilling and Blasting on the above mentioned road project (RE:).

This failure to make the payment in full within the 30 days of the completion of the blasting project, prompts Joe Young Explosives, Inc. to DEMAND PAYMENT IN FULL immediately in the amount of $17,078.50, as this account is well over 30 days old, or we will be forced to make a claim against the State of Ore. Contract #9755 and the Bond Holder - Bond # 96733484 in the said amount above.

Respectfully Submitted,
Joe Young Explosives, Inc.

Dale A. Young
Dale A,Young, Sec.

CC: L.T. Contractors, Portland, Ore.
Commission Services, Salem, Ore.

RECEIVED
JUL 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

9712

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-86(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Morrow

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10081

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 30 1984
☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ LS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

7. DATE AUTHORIZATION EFFECTIVE 11/1/83

8. FEDERAL ROUTE NUMBER Primary 86

9. STATE ROUTE NUMBER Primary 52

10. GENERAL LOCATION:

Ione - Lexington Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 11/1/83 as requested by Mr. Potter's letter of 1/18/84 to proceed with the actual acquisition of File Number 53821 as shown on R/W map 9B-21-10 at a TEC of $700 Federal Funds $617.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

NOTED
W. E. SCHWARTZ
Orig ltr 2/9

RECEIVED
STATE HWY ENGR
JAN 30 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act

14. DATE 1/24/84

15. SIGNATURE OF APPROVING OFFICIAL John N Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9712

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: January 18, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-86(4)
Ione-Lexington Section
Heppner Highway
Morrow County
(File No. 53821)

I request confirmation of previous verbal authorization as of November 1, 1983 to proceed with the actual acquisition of the above listed file on the subject project. The estimated cost of the property is $700 and the area to be acquired is as outlined in red on the enclosed sketch map.

No relocation assistance is involved and authorization to proceed as requested will not require an additional obligation in Federal funds at this time.

CL:bkb
Enc.

cc: J. Boyd
D. Aman
General Files

Form 734-3122

97'2 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-86(4)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Morrow

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

1-12-84

4. PROGRAM NO.:

5. ITEM NO.: 10081

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/1/83

8. FEDERAL ROUTE NUMBER: Primary 86

9. STATE ROUTE NUMBER: Primary 52

10. GENERAL LOCATION:

Ione - Lexington Section

11. GENERAL DESCRIPTION OF WORK:

Right-of-way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY EN
JAN 16 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act

Orig. to
1/16

13. REMARKS

As requested by Mr. Swan's letter of 12/16/83 this will confirm the advance approval date of 11/1/83 to proceed with the actual acquisition of file number 53817 as shown on R/W map 9B-21-10 at a TEC of $1,350 Federal Funds $1,190 contingent upon modification of Project Agreement if additional funds are required.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE: 1/12/84

15. SIGNATURE OF APPROVING OFFICIAL:

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9112

52 11

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

January 6, 1984

J. H. Versteeg
Road Design Engineer

File 53821
Ione-Lexington Section
Heppner Highway
Morrow County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 16, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. [illegible]

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Project No. F-86(4)
Ione-Lexington Section
Morrow County
File No. 53817

I request your authorization to proceed with the actual acquisition of the above listed file on the subject project. The property to be acquired is as outlined in red on the enclosed sketch map and does not involve relocation assistance. The estimated cost of the property is $1,350; however, no increase in total cost or Federal funds as currently authorized on the project is anticipated for this additional file.

CL:pf
Enclosure

cc: J. Boyd
D. Aman
General Files ✓

9712

52

ROAD DESIGN SECTION 378-6553

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

November 18, 1983

J. H. Versteeg
Road Design Engineer

File 53817
Ione-Lexington Section
Heppner Highway
Morrow County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9712

rll

OSHD (Coulter)
(Versteeg)

STATE COPY

U.S. PARTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Morrow	DIVISION Oregon
DATE OF INSPECTION 10/25/83	INSPECTION MADE BY David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engineer		PROJECT NO. F-86(5)

IN COMPANY WITH
Bobby Johnson, Project Manager, OSHD

RECEIVED
STATE HWY ENGR
NOV 18 '83
REFER TO Keasey
FOR
Info | Inves | R/D | | Sign | Act | File

LOCATION
Beginning just east of Ione and extending southerly to Lexington on Oregon 74, Morrow County, Oregon

NOTED
W. E. SCHWARTZ
11/22

CONTRACTOR NAME AND ADDRESS
Morse Bros. Inc., Lebanon (PO Box 7), Oregon 997355

AWARD DATE 9/2/83	CONTRACT AMOUNT $1,795,403.90	TIME ALLOWED 330 cwd	TIME STARTED 9/15/83	WORK STARTED 9/21/83
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 14%	WORK COMPLETED 8%	

REMARKS

IONE - LEXINGTON SECTION
HEPPNER HIGHWAY
Grading and Paving

This 7.05 mile project provided for the widening and reconstruction of the existing road. Some alignment improvements are also included in the work.

Work Completed
The contractor has accomplished some clearing and grubbing, relocation of fencing, and has just begun grading operations.

Work in Progress
Clearing and grubbing along shoulders. Placing embankment in the vicinity of station 1385.

Comments
Project construction signing was in place.

Price Agreement No. 1 is presently being developed. This price agreement will improve the vertical alignment through much of the project, simplify the stage construction activities, and revise the horizontal alignment in the vicinity of station 1385 to allow more room between the railroad and the highway. The horizontal alignment change was made at the request of a local rancher who uses an approach to highway at this location.

-con't-

This horizontal alignment revision will provide for safer movement for larger trucks which use this approach. This price agreement will increase the project cost by approximately $60,000, however, the total project cost will remain within the project authorization. I have reviewed the proposed changes in the field and agree that these revisions are worthwhile improvements. Approval of Price Agreement No. 1 is recommended.

Price Agreement No. 2 is being initiated to provide for the construction of approximately 9600 linear feet of fencing. This work is part of a condemnation settlement of some right-of-way for the project.

Embankment construction was reviewed and found to be in substantial conformance with the specifications.

19712

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-86(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Morrow

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10081

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/25/83

8. FEDERAL ROUTE NUMBER Primary 86

9. STATE ROUTE NUMBER Primary 52

10. GENERAL LOCATION:

Ione - Lexington Section

11. GENERAL DESCRIPTION OF WORK

Revised utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Revised Utility Costs

13. REMARKS

As requested by Mr. Potter's letter of 9/21/83, contingent upon modification of project agreement if additional funds are required, I approve the revised utility costs to include the cost of relocating a power pole, 25 feet right of station 1330+55, for a TEC of $20,519 Federal Funds $18,087.49.

(Increase TEC $2,897 Federal Funds $2,553.49)

RECEIVED
STATE HWY ENGR
OCT '83
REFER TO Potter
FOR
Info | R/D | Sign | Act | File

10/7

14. DATE 10/3/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

5

September 28, 1983

CON 5

#9712

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9712 for work on the Ione-Lexington Section of the Heppner Highway in Morrow County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

de
Enclosure

cc: Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
Robert Hector
Bobby Johnson

MORSE BROS.

August 31, 1983

Mr. John Widmer
Office of Commission Services
Room 121
State Transportation Bldg.
Salem, OR 97310

Subject: Ione - Lexington Section of Heppner Highway #9712
Minority Business Enterprise Contract Provisions

Dear John:

In accordance with Supplemental Required Contract Provisions, with respect to MBE and WBE utilization on the above referenced contract, the following information is provided.

At the time of bid, Morse Bros. Inc., goals for MBE surpassed the 5% as targeted in contract documents. With respect to the non-certification of Central Columbia Construction, Inc. We re-submit the following:

Minority Business Enterprise Goal: 5%

Reese's Minority Construction & Supply Inc.
3904 NE Union Ave.
Portland, OR 97212

Joe Reese
287-2121

Bid Item	Unit Price		Extension
1	1,000.00		1,000.00
2	200,00		200.00
7	75.00		75.00
32	8.73		27,612.99
33	270.00		4,590.00
34	325.00		325.00
35	70.00		1,268.00
38	20.00		5,500.00
39	8.00		80.00
		TOTAL	$40,650.99

$$\text{MBE \%} = \frac{40{,}650.99}{1{,}795{,}403.90} = .023$$

Construction Division • 32260 Hiway 34 • Tangent, Oregon 97389 • Phone (503) 928-6491

Women Business Enterprise Goal: 1%

A & G Landscaping, Inc.
35886 Willama Lane
Pleasant Hill, OR 97401

Arloa Washburn
747-9371

Bid Item	Unit Price		Extension
24	300.00		35,100.00
25	.50		7,967.00
40	445.00		7,120.00
		TOTAL	50,187.00

$$\text{WBE \%} = \frac{50,187.00}{1,795,403.90} = .028$$

	Required	Actual
MBE	5	2.3
WBE	1	2.8

It's obvious that without Central Columbia's quotation, the goal for this project was not met in the MBE category. However, MBI took action in order to achieve the goals set forth, in a good faith effort. The documentation of solicitation on this project is open to review.

If you have any questions regarding this matter, please call me at 928-6491.

Sincerely,

MORSE BROS., INC.

Stan Barton

Stan Barton
Construction Sales Manager

psw

RECEIVED
AUG 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC Lorraine Ellis

MORSE BROS.

August 31, 1983

Mr. John Widmer
Office of Commission Services
Room 121
State Transportation Bldg.
Salem, OR 97310

Subject: Ione - Lexington Section of Heppner Highway
Minority Business Enterprise Contract Provisions #9712

Dear John:

In accordance with Supplemental Required Contract Provisions, with respect to MBE and WBE utilization on the above referenced contract, the following information if provided.

Minority Business Enterprise Goal: 5%

Central Columbia Construction, Inc.	Dave Gilmore
P.O. Box 25	296-3361
The Dalles, OR 97058	

Bid Item	Unit Price	Extension
1	24,000.00	24,000.00
2	2,850.00	2,850.00
6	16,000.00	16,000.00
7	1,200.00	1,200.00
8	0.05	1,645.00
9	2.50	10,250.00
10	2.85	433,200.00
11	22.00	22,000.00
12	25,000.00	25,000.00
13	10.00	40,000.00
26	11.90	37,247.00
27	14.10	2,397.00
28	23.30	1,258.20
29	28.00	2,128.00
30	118.00	2,832.00
31	20.00	840.00
37	20.00	5,400.00
	TOTAL	$628,247.20

$$\text{MBE \%} = \frac{628{,}247.20}{1{,}795{,}403.90} = .35$$

Construction Division • 32260 Hiway 34 • Tangent, Oregon 97389 • Phone (503) 928-6491

Women Business Enterprise Goal: 1%

A & G Landscaping, Inc.
35886 Willama Lane
Pleasant Hill, OR 97401

Arloa Washburn
747-9371

Bid Item	Unit Price	Extension
24	300.00	35,100.00
25	.50	7,967.00
40	445.00	7,120.00
	TOTAL	50,187.00

$$\text{WBE \%} = \frac{50{,}187.00}{1{,}795{,}403.90} = .028$$

	Required	Actual
MBE	5	35
WBE	1	2.8

If you have any questions regarding this matter, please call me at 928-6491.

Sincerely,

MORSE BROS., INC.

Stan Barton

Stan Barton
Construction Sales Manager

psw

RECEIVED
AUG 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9712

September 21, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Revised Estimate of Cost
Electric Power Line Relocation
Columbia Basin Electric Cooperative
Ione-Lexington Section
Heppner Highway
Morrow County
Project No. F-86(5)

RECEIVED
TECHNICAL SERVICES
SEP 26 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Reference is made to my letter of August 10, 1983 which submitted an estimate of cost for the relocation of Columbia Basin Electric Cooperative's buried power lines to an aerial facility and to your Letter of Approval and/or Authorization, dated August 25, 1983 which approved participation in the actual cost of relocation, limited to the cost, $17,622, of a buried relocation. Copies of my letter and your PR-1240 are attached.

The Cooperative, in a letter dated September 8, 1983, has advised that they forgot to include the cost, $2,897, of relocating a power pole 25 feet right of Station 1330+55 in their estimate of cost for a buried relocation. The cost was included in their aerial relocation estimate. A field check has confirmed that the pole has to be relocated for either an aerial or buried relocation. Copies of the Cooperative's letter and estimates are attached.

The revised estimate of cost for a buried relocation is $20,519. Your approval of federal participation on an actual cost basis, limited to a buried line relocation cost of $20,519, is requested.

JMC/GAP/llr
cc: E. S. Hunter
Rich Evans
Jack M. Cartwright
Harlin Gerlach

9712

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-86(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Morrow

FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10081

TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE AUTHORIZATION EFFECTIVE 8/25/83

8. FEDERAL ROUTE NUMBER Primary 86

9. STATE ROUTE NUMBER Primary 52

10. GENERAL LOCATION:
Ione - Lexington Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

REMARKS

As requested by Mr. Potter's letter of 8/10/83 you are now authorized to proceed with the actual adjustments of the Power Line relocation for Columbia Basin Electric Cooperative. Reimbursement on an actual cost basis, limited to the actual cost of a buried line estimated to be $17,622 Federal Funds $15,534 is approved.

I approve the agreement with Columbia Basin Electric Cooperative subject to the above specified limitation.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
AUG 26 '83
REFER TO Potter
FOR
Info | Inter | R/D | D/R | Sign | Act | File

Orig to
8/26

8/25/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-75)
PREVIOUS EDITIONS MAY BE USED

rll 9/11—

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
See below

5

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
7-12-82 various

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/19/83

8. FEDERAL ROUTE NUMBER
Various

9. STATE ROUTE NUMBER
Various

10. GENERAL LOCATION:
See Projects below

11. GENERAL DESCRIPTION OF WORK
Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8)
F-13(11)
F-86(5) Ione - Lexington
F-29(10)
IX-26(32)

F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to 8/31

14. DATE
8/19/83

15. SIGNATURE OF APPROVING OFFICIAL
A. K. Hassner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7712

52

N

ROAD DESIGN SECTION

DES 16

Bobby Johnson
Project Manager

August 12, 1983

Donald R. Adams, P.E.
Final Design Engineer

Ione-Lexington Section
Heppner Highway
Morrow County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9233-00	Heppner Highway	Centerline	Profile Grade

DRA:JS:kkr

Attachments

cc: Jack Sills

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
AUG 12 1983
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ..../..../....
Action

9-11-

NOTED
E. S. HUNTER

August 10, 1983

RECEIVED
TECHNICAL SERVICES
AUG 11 '83
REFER TO
FOR
Info Invest R/D D/R Sign Act File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Electric Power Line Relocation
Columbia Basin Electric Cooperative
Ione-Lexington Section
Heppner Highway
Morrow County
Project No. F-86(5)

Here is a copy of an estimate of cost to adjust Columbia Basin Electric Cooperative's facilities dated July 21,1983, and a sketch showing their proposed relocation. The Cooperative's conflicting power line is presently a buried facility. The existing installation has presented maintenance problems in this area and the Cooperative does not want replacement with a buried facility. The Cooperative has submitted a plan and estimate for an aerial installation. The aerial installation is more expensive than a buried installation. The State is of the opinion that the Cooperative is entitled to full reimbursement for the aerial installation because that is what the Cooperative would install if they were using their own funds. The Cooperative's aerial installation estimate is inflated to allow for the possibility of having to drill and shoot pole holes.

A certification prepared by Harlin Gerlach as to the Cooperative's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Cooperative dated July 11, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Cooperative's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $24,096.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter
    D. E. Swan
    Jack M. Cartwright
    Harlin Gerlach

9'11

S

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 8, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-86(5)
Ione-Lexington Section
Morrow County

I request your approval of the enclosed proposed agreement with the Union Pacific Transportation Company which was approved by the Highway Division on August 5, 1983. This agreement covers the property rights required from the railroad for the construction of the roadway facilities under the subject project.

I further request concurrent with authorization to advertise for bids on the project authorization to proceed with work by the railroad with no increase in obligation of funds.

CL:bkb
Enc.

cc: R. Trygstad
General Files

Form 734-3122

rll 9-11-

S

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-86(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10081

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/3/83

8. FEDERAL ROUTE NUMBER Primary 86

9. STATE ROUTE NUMBER Primary 52

10. GENERAL LOCATION:
Ione - Lexington Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain and pave (3R)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Railroad Protective Services $58,000
Temporary Erosion Control $1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 8/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,176,500. Regular Federal-aid matching ratio, appropriation code 010 in amount of $1,918,584 and increased Federal share (P.L. 97-424 Section 145) appropriation code 01L in amount of $257,916.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
AUG 12 '83
REFER TO Potter
FOR

14. DATE 8/3/83

15. SIGNATURE OF APPROVING OFFICIAL G K

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9112

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 28, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 10081
Project No. F-86(5)
Ione-Lexington Section
Morrow County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 25, 1983 and may request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Public Law 97-424, Section 145.

DRH:pf
Attachments

cc: R. D. Hector, Region 5
General Files

9712

NOTED
E. S. HUNTER

July 20, 1983

Mr. Fred R. Toombs
Manager
Columbia Basin Electric Cooperative
P.O. Box 398
Heppner, OR 97836

Power Line Facilities Adjustment
Ione-Lexington Section
Heppner Highway
Morrow County
Project No. F-36(3)

Dear Mr. Toombs:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on August 25, 1983. My letter of July 11, 1983 set forth certain power line facilities owned by the Columbia Basin Electric Cooperative (Cooperative) that conflicted with the construction requirements of the subject project and required adjustment. Those conflicts are as follows:

1. 69KV power line pole 25 feet right of Station 1330+55.

2. 1678 lineal feet of buried power distribution line (3 phase) located right of centerline between Stations 126+32 and 1278+00.

3. 590 lineal feet of buried power service line, to a pump, located right of centerline between Stations 1278+10 and 1284+00.

Your letter of June 21, 1983 advised that the Cooperative was currently under extreme financial burden and that funds were not available to finance the relocation of your facilities in conflict with the State's proposed highway construction. Your letter also requested the Oregon State Highway Division (State) to advance funds for the relocation work in advance of construction.

RECEIVED
TECHNICAL SERVICES
JUL 21 '83
REFER TO
FOR
File
Act
Sign
Info

The State is sympathetic to your financial situation and is agreeable to advancing funds to the Cooperative in the amount of the estimated cost to relocate the conflicting facilities.

In order to allocate the funds to cover the relocation costs, the State must have a detailed estimate of cost and relocation plan prepared and submitted by the Cooperative. Upon receipt and approval of the Cooperative's estimate of cost and plan for the relocation work by the State and the Federal Highway Administration, the State will forward the funds necessary to cover the relocation costs. Your prompt submission of an estimate of costs and plan for the relocation work will facilitate the advancement of the required funds.

When the relocation work is completed, the Cooperative will be required to submit a detailed billing of costs for review by this office and audit by the Highway Accounting Section. If the actual relocation costs exceed the estimated costs, the State will pay the Cooperative the additional amount. If the relocation costs are less than the estimated costs, the Cooperative will be required to refund the difference to the State. No final settlement will be made until the State completes the audit of the Cooperative's billing of costs.

If the terms set forth above, for the relocation and financing of the relocation of your conflicting power line facilities are acceptable to the Cooperative, please execute two copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

APPROVED
COLUMBIA BASIN ELECTRIC
COOPERATIVE, INC.

Date________________________________

By ________________________________

Title________________________________

bc: E.S. Hunter w/att
J.H. Versteeg w/att
Pete Gonzalez w/att
R.D. Hector w/att
B.D. Johnson w/att
Harlin Gerlach w/att

COLUMBIA BASIN ELECTRIC COOPERATIVE, INC.
P. O. BOX 398 -:- HEPPNER, OREGON 97836
Phone 676-9146
Condon Phone 384-2023

June 21, 1983

State of Oregon Highway Dept.
Attn: Mr. Jack Cartwright
104 S.E. 12th
Pendleton, OR 97801

Gentlemen:

Mr. Red Gerlach has requested this letter concerning the financing of the power line construction requested by your office in the changing of the location of the Lexington to Ione highway.

Due to the extreme financial burden placed upon us by our loan agency (REA), no long term funds for construction are available. Short term funds through our supplemental lender (CFC), as well as long term funds, have all been stop ordered. This situation has been caused by our involvement in litigation at this time.

Our general funds are at minimum levels because of lack of loan funds. We therefore are operating on only the funds derived through revenues which are declining rapidly because of drops in sales.

Stated simply, we do not have funds to finance construction projects of this magnitude.

We are therefore requesting the State of Oregon to advance funds for the project in advance of construction, with the understanding that upon completion, final settlement will be made on a timely basis.

Sincerely,

Fred R Toombs
Fred R. Toombs,
Manager

FRT/klp

cc: Red Gerlach

APPROVED
STATE HIGHWAY ENGINEER
DATE: 7-20-83
Advance of funds after agreement consummated.

REC
RR & UT UNIT

OWNED AND OPERATED BY THOSE WE SERVE IN MORROW, UMATILLA, WHEELER, SHERMAN, AND GILLIAM COUNTIES

-9112

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Ione-Lexington (Heppner Highway)

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 5

PREFIX: 25-1972

DATE: 6-28-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 100,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		12,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		70,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		6,000
906 BRIDGE DESIGN		200	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		8,200	923 ENVIRONMENTAL SECTION		1,800	950 TRAINING		1,600
910 REGION GEOLOGIST		8,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		400	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,200	927 FREE BRIDGE DESIGN		100			
914 REGION UTILITY LIAISON		4,000	932 RAILROAD & UTILITIES		1,400			

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: F-86(3)

TOTALS	$	$ 220,800
PREVIOUS AUTHORIZATION		$ 150,600
ADD. AUTH. REQUIRED		$ 70,200

LOCATION ENGINEER'S REMARKS

Additional authorization needed to run construction center line and reference same.

Set Right-of-Way pins, stake Right-of-Way fence lines. Run temporary bench levels. Check miscellaneous areas requested by Right-of-Way section.

1 Versteeg ✓
Cy Anderson
2 Adams
Cy Tecnab
3 Stoudenmeyer
Turpin
4 Trout
Cy Wakerlig
5 Molley

RECEIVED
OCT 06 1983
ROAD DESIGN SECTION

Cy to Lyle

Do Not File ☐
Return to
Bring Up
Action

PREPARED BY	DATE 6-28-83	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE 6-28-83	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9/21/83	

734-1914 (7-82)

9712

May 25, 1983

Mr. V. E. Daugherty
Public Project Engineer
Union Pacific Railroad Co.
2525 N. Larrabee
Portland, OR 97227

Ione-Lexington Section
Heppner Highway
Morrow County
ROW 52996

Dear Vern:

The subject project is scheduled for the July 14, 1983 bid letting. As I mentioned to you in my March 17 and May 6 letters, we must get the right of way under control approximately one month before the bid letting. This project is ready for bid letting except for the easements that we need from the Railroad.

We need some real fast action if we are going to meet our contract schedule. Your cooperation would be appreciated.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr

bc: /E. S. Hunter
J. B. Boyd

RECEIVED
TECHNICAL SERVICES
MAY 26 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9712

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE N.

KEY ID# 52

SECTION Ione - Lexington

Heppner Highway #52

REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO. 4

PREFIX 25-1972

DATE 1-14-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 60,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 2,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		11,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		-
905 FINAL DESIGN		50,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		3,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		7,500	923 ENVIRONMENTAL SECTION		1,000	950 TRAINING		700
910 REGION GEOLOGIST		8,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		200
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,000	932 RAILROAD & UTILITIES		200			

TOTALS	$150,600	$ 150,600
PREVIOUS AUTHORIZATION		$ 101,200
ADD. AUTH. REQUIRED		$ 49,400

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F - 86(3)

LOCATION ENGINEER'S REMARKS

Approved through P.S.&E. Doc.

1 ✓
2
3
4

RECEIVED

25

ROADWAY DESIGN SECTION

KG Copy Watson

Bring Up

PREPARED BY Phil Lewellyn Cost + Records Spec	DATE 1-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 1/20/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 1-20-83
RECOMMENDED, LOCATION ENGINEER X	DATE 1-18-83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-10-80 6-22-81 7-12-82 1-11-83	

734-1914 (7-82)

7712   1-11-83

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-86(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Morrow

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10081

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/11/83

8. FEDERAL ROUTE NUMBER Primary 86

9. STATE ROUTE NUMBER Primary 52

10. GENERAL LOCATION: Ione - Lexington

11. GENERAL DESCRIPTION OF WORK Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 12/28/82 I approve the revised Preliminary Engineering Costs to a TEC of $150,600 Federal Funds $132,752.

(Increase TEC $49,400 Federal Funds $43,546)

RECEIVED
STATE HWY ENGR
JAN 13 '83
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
1/13

14. DATE 1/11/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10-25-82

9712

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-86(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10081

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/25/82

8. FEDERAL ROUTE NUMBER Primary 86

9. STATE ROUTE NUMBER Primary 52

10. GENERAL LOCATION:

Ione - Lexington Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
XX ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 10/20/82 you are now authorized to proceed with the actual acquisition of file numbers 52952 through 52959 and 52965 as shown on R/W maps 9B-21-9, 9B-21-10 and 9B-21-19 at a TEC of $90,000 Federal Funds $79,335.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
NOV 1 '82
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

Orig to
11/2

14. DATE 10/25/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

771

Con [illegible]
Heppner

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: October 21, 1982

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10081	F-86(4)	Ione-Lexington PNRS #7512-2-980

CL:bks
Enc.

cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9716

5

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO

DATE: October 20, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 10081
Project No. F-86(4)
Ione-Lexington Section
Morrow County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map No. 9B-21-9, 9B-21-10 and 9B-21-19.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $90,000 with an obligation of $79,335 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way maps and does not involve relocation assistance.

Enc.

cc J. B. Boyd
F. Lowe
General Files

7712

52 11

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 27, 1982

J. H. Versteeg
Road Design Engineer

Files 52952 through 52959 & 52965
Ione-Lexington Section
Heppner Highway
Morrow County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 27 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up / /
Action

Attached are descriptions (9 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal fourth quarter of 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9712

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

September 24, 1982

J. H. Versteeg
Road Design Engineer

File 52996
Ione-Lexington Section
Heppner Highway
Morrow County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 27 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring up / /
Action

Attached is a description (1 file) and an authorization covering additional right of way required for the subject project, scheduled for fiscal fourth quarter of 1983.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

[illegible]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: June 28, 1982

FROM: D. H. Moehring
Program Management Engineer

DHMoehring

SUBJECT: Ione-Lexington
Heppner Highway
Morrow County

This third quarter FY 1983 project has received Ed Hunter's approval of the increase in estimated cost. Attached is a copy of a letter explaining the reason for the increase.

If we are to be consistent with the approach taken on the Vail Creek-Sweet Home section, we would not request formal approval from the Commission for the increase. I recommend that the project extension be increased as approved by Mr. Hunter. If you concur, we will make the appropriate adjustments in the contract schedule and PMS run.

DES:lb

Att.

OK
Bothman

[illegible]
CY [illegible]

STATE OF OREGON
HIGHWAY DIVISION LOCATION UNIT

INTEROFFICE MEMO
LOC 11 #52

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: June 23, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Ione-Lexington
Heppner Highway
Morrow County

The subject project has been reviewed by the Location Unit. Some modifications have been recommended in the memo of March 5, 1982 (copy attached) by George Wills. Incorporation of those recommendations and restoration of the three inches of subbase and two inches of AC wearing course have increased the estimate of cost from $1.63 million to $2.25 million.

In order to construct the project as identified in the Six-Year Highway Improvement Program and to achieve adequate strength in the surfacing, an additional $0.62 million is required.

We are requesting that you approve an increase in authorization in the Six-Year Program to allow advancement of the total 7.5-mile project to contract at an estimated cost of $2.25 million.

FET:ge
Attachment

cc D. H. Moehring
J. H. Versteeg 6-24-82
R. D. Hector

APPROVED
E S Hunter
E. S. Hunter
Date 6-24-82

RECEIVED
TECHNICAL SERVICES
JUN 24 '82
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Ret | File

9712 521

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 11 #52

TO: W. E. Schwartz
Assistant State Highway Engineer

DATE: May 19, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Ione-Lexington
Heppner Highway
Morrow County

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 21 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ✓
Action

The subject project has been reviewed by the Location Unit. Some modifications have been recommended in the memo of March 5, 1982, by George Wills. Incorporation of those recommendations and restoration of the three inches of subbase and two inches of AC wearing course have increased the cost from $1.63 million to $2.25 million.

Improvement of this section of highway has been the subject of many local concerns for a decade and we have not been able to construct a significant project in response. In order to construct a significant length of project and to achieve cost effective strength in the design, an additional $0.62 million is required.

We are requesting that you approve an increase in authorization in the Six-Year Program to allow advancement of the total 7.5-mile project to contract at a cost of $2.25 million.

Don
This is what you don't do
H

FET:GCW:ge

cc E. S. Hunter
D. H. Moehring
J. H. Versteeg

9712 52 N

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

11-7-80

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME
I-84 (Willow Creek) - Lexington (Ione - Lexington)

HIGHWAY NAME
Heppner

HIGHWAY NUMBER
52

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5		Morrow	Lexington & Ione

LENGTH 8.1 mi.
MILEPOST NUMBER 28.3 TO 36.4
☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project begins at M.P. 28.3, 0.01 mile west of H Street in the town of Ione and runs southeasterly to M.P. 36.4, 0.01 mile NW of the Lexington-Echo Highway junction near the town of Lexington.

This will be an intermittant safety widening and overlay project. Spot improvements will be made at three location where rock bluffs cause problems. There have been two preventable accidents per year per bluff location. Minor Right-of-Way acquisitions will be needed in these areas.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
DEC 01 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring to /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979- 550	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	AASHTO	☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 11/18/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	P OSED NUMBER AND WI
TRAVEL LANES	2-11'	2-12'
SHOULDERS	2-2' gravel	2-4'
MEDIANS		—
PARKING LANES		—
SIDEWALKS		—
BIKEWAYS		Shldr. Bikeway
INTERCHANGES		—
OTHER:		—

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control *	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☐	☐	☒	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☒	☐	☐

Type TELEPHONE + POWER

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3 months)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	(6)	
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	______ (Region)	F3Q'82 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class 'B' A.C.	4"	4"
Aggregate Base	12"	—

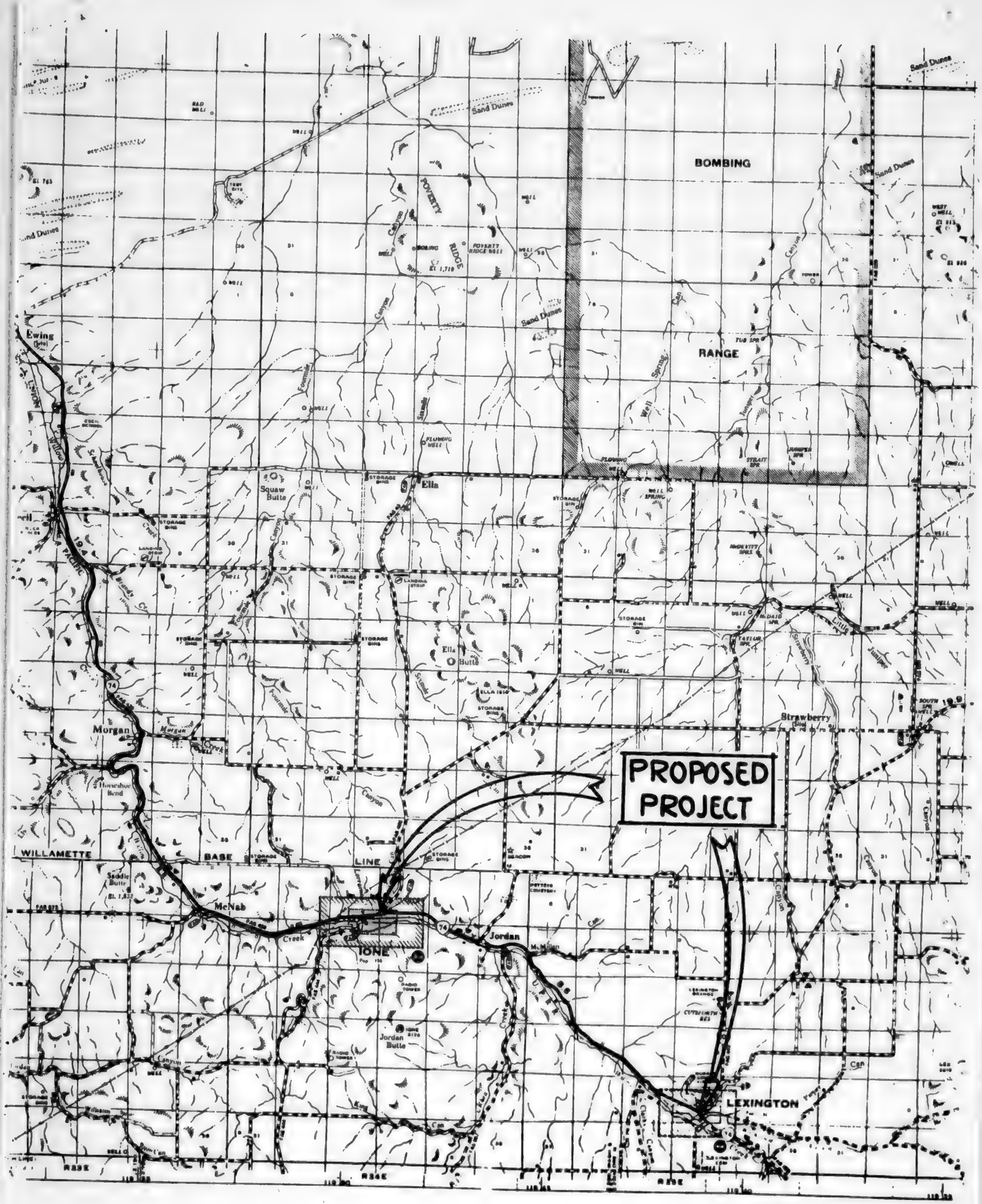
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		29,300
RIGHT OF WAY	30.000	30,000
TRAFFIC CONTROL		45.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER ______________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL H.I.P. =$ 1,000,000		

SUBMITTED BY ______________________________


Sand Dunes
BOMBING
RANGE
POVERTY RIDGE
Sand Dunes
Ewing
Cecil
Squaw Butte
Ella
Ella Butte
Strawberry
Morgan
Horseshoe Bend
WILLAMETTE
BASE
LINE
Saddle Butte
McNab
Creek
IONE
Jordan
McMillen
Jordan Butte
LEXINGTON
PROPOSED PROJECT
R25E
R26E

1983 90th Ave.-94th Ave. Sec., 9713
E. Burnside St. in Portland. (Grading,
paving, and sewer)

9713

5

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

PROGRAM SECTION
ANAGER ______ OFFICE UNIT ______
UNIT ______ PROGRAM UNIT ______
JAN 26
ER TO ______
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

In Reply Refer to
File No.:

December 15, 1987

City of Portland
1120 S.W. 5th Ave
Room 802
Portland, OR 97204-1971

Re: Project Name NE 90th Ave-NE 94th Ave, E. Burnside St.
Fed. Aid No. 1X 9822 (6) (8)
Pool Acct. No. 4690

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ 7,020.00 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Janice Henry
Janice Henry, Manager
Billings, Research & Revenue

JH:gk

cc: Oregon State Treasurer
Local Govt. Investment Pool

1-25-88
Gary –
Letter will be mailed this afternoon, 1-25-88.
~~Release~~ Funds returned
to Treasurer 1-22-88.
Anne

9713

J

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

YOUR ORDER NUMBER	BILLING REQ. NUMBER	AGENCY	CURRENT DOCUMENT NUMBER
	CA 6022	02	**146399**
		DATE	VENDOR NUMBER
		12/14/87	0001022702-00

Multnomah County
2115 S.E. Morrison St.
Portland, OR 97214

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09713-010	L01	1000			844010	03	$28,635.88

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

FOLD

DESCRIPTION:

Final Settlement 1X9822 (6) (8)
N.E. 90th Ave. - N.E. 94th Ave., E. Burnside St.

See attached itemized statement.

	TOTAL PRICE
Amount Due:	$28,635.88
TOTAL AMOUNT DUE	$28,635.88

unpaid 1-25-88

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Gary Zehner / Anne Hernandez (INVOICE PREPARER) PH. 378-6011 / 378-5034

9713

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: OCTOBER 29, 1987

CITY: PORTLAND AND MULTNOMAH CO. AGREEMENT NO: 7654 PROJECT NO: IX-9822(6)(8)

CONTRACT NO: 9713 SECTION: N.E. 90th Ave.-N.E. 94th Ave., E. Burnside Street

PRELIMINARY ENGINEERING (IX-9822(6) PREFIX NO. 726-1935):

Project Manager	$ 1,087.46
Final Design	1,092.55
Region Geologist	69.26
R/W Liaison	108.08
Audit Expense	395.03
Location	151.43
Program Section	574.31
Specifications	2,082.82
Administrative Services	25.50
Environmental Section	34.61
R/W Utility Engineer	106.68
Surfacing Design Engineer	1,257.81
Work Performed by City	44,573.57
TOTAL P.E. COST	$ 51,559.11

CONSTRUCTION (IX-9822(8) PREFIX NO. 326-1065 & C09713):

Payment to Contractor ($35,222.27 Non-partic.)	$344,905.64
Interest on Final Payment (Non-partic.)	684.46
Liquidated Damages (Non-partic.)	(650.00)
Time Extension (Non-partic.)	650.00
SFO #1 Permanent Striping	153.22
SFO #2 Replace Mercury Vapor Lights with Sodium Vapor	243.00
SFO #3 Permanent Signing & Sign Supports ($74.90 Non-partic.)	532.91
Construction Engineering (Non-partic.)	3,364.85
Region Assurance Specialist (Non-partic.)	82.02
Highway Accounting (Non-partic.)	30.17
Program Section (Non-partic.)	173.81
Work by City (Non-partic.)	78,281.22
EEO Monitoring (Non-partic.)	71.50
Audit Expense (Non-partic.)	273.96
Materials Testing (Non-partic.)	4,489.40
Construction Section (Non-partic.)	1,141.13
Region Office Charges (Non-partic.)	4.69
TOTAL CONSTRUCTION COST	$434,431.98

SUMMARY:

Total PE Cost	$ 51,559.11
Total Const. Cost	434,431.98
TOTAL PROJECT COST	$485,991.09
Less City Share (Sewer Oversize)	(12,480.00)
Less Federal Funds (65%)	(307,782.21)
COUNTY SHARE	$165,728.88
Less County Advance Deposit 9-7-83	(137,093.00)
BALANCE DUE FROM COUNTY	$ 28,635.88
City Share (Sewer Oversize)	$ 12,480.00
City Advance Deposits 9-1-83 & 7-2-84	(19,500.00)
REFUND DUE CITY	$ 7,020.00

GEZ:bkw
cc: Jan Henry
Wayne Schulte
LPG Files

9713 (ORIGINAL) 326-1065 9713 J

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-12-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER PERIOD FROM 8/03/83 TO 6/19/86

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-9822(8)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

178

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
434,431.98	310,537.60	85%	263,956.96	263,956.96	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 6/12/87

SIGNATURE OF AUTHORIZED OFFICIAL Douglas R Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	90TH AVE. - 94TH AVE. (PORTLAND) E. BURNSIDE CITY STREET MULTNOMAH COUNTY					
	Construction Type Code 1000 Roadway (Sta. 1+90 to Sta. 13+00)					
	Final Contract Payment Summary	Lump Sum			$309,683.37	
SFO #1	Permanent Pavement Striping (City of Portland)	All Required			153.22	
SFO #2	Replace 175 watt mercury vapor steel lights with sodium vapor units (Portland General Electric)	All Required			243.00	
SFO #3	Permanent signing and sign supports (City of Portland)	All Required			458.01	
	TOTAL PARTICIPATING TYPE CODE 1000				**$310,537.60**	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$310,537.60**	
	Non Participating Project Cost					
	Work by City of Portland	All Required			$ 78,183.47	
	EEO Monitoring Expense	All Required			71.50	
	Audit Expense	All Required			273.96	
	Liquidated Damages	All Required			(650.00)	
	Final Contract Payment Summary	Lump Sum			$ 35,222.27	
	Time Extension	Lump Sum			650.00	
	Interest on Final Payments	All Required			684.46	
	Construction Engineering	All Required			9,383.82	
SFO #3	Permanent signing and sign supports	All Required			74.90	
	TOTAL NON PARTICIPATING PROJECT COST				**$123,894.38**	
	TOTAL PROJECT COST				**$434,431.98**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 6/10/87.					

AMOUNT CARRIED FORWARD ....

```
PAGE     1

                    JOB COST SUMMARY RUN ON  10-27-87
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 10/24/87

                                         CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH            DATE
--        ------ -------- ---------- ------ -----            -------        ----------
C09713    000                504 Blueprint 0521 Cont. Acctng                    -18.00 ✓
C09713    000                504 "    "    1000 Metro Region                     18.00
OBJ-DETAIL 504

C09713    000                555        0521
OBJ-DETAIL 555

ACTIVITY                                                                              SUBTOTAL

C09713    000    010 Sup. & Adm.   001 Reg. work time       0821 Quality Control            94.97
OBJ-DETAIL 001                                                                        94.97

C09713    000    010 "         598 Lump Sum Engr. Costs    0521 Cont. Acctng           -94.97 Hwy Acctng
OBJ-DETAIL 598                                                                       -94.97

ACTIVITY   010                                                                        SUBTOTAL

C09713    000    900 Proj. Engr. Field Off.  504 Blueprint  0100 St. Hwy. Engr.          18.00
OBJ-DETAIL 504                                                                        18.00

C09713    000    900 "         550 Eq. Rent                1000 Metro Reg.               6.60
OBJ-DETAIL 550                                                                         6.60

C09713    000    900 "         598 Lump Sum Engr. Costs    0521 Conts. Acctng          -24.60
OBJ-DETAIL 598                                                                       -24.60

ACTIVITY   900                                                                        SUBTOTAL

C09713    000    901 Proj. Engr. Consult.  001 Reg. work Time  7363 Technician Des. Crew    81.90
OBJ-DETAIL 001                                                                        81.90

C09713    000    901 "         598 Lump Sum Engr. Costs    0521 Cont. Acctng           -81.90
OBJ-DETAIL 598                                                                       -81.90

ACTIVITY   901                                                                        SUBTOTAL

C09713    000    940 Materials Testing  001 Reg. work Time  8221 Materials Sec.            19.47
OBJ-DETAIL 001                                                                        19.47

C09713    000    940 "         551 Mater. Testing          8214 Portland Concrete Crew    131.00
OBJ-DETAIL 551                                                                       131.00

C09713    000    940 "         598 Lump Sum Engr. Costs    0521 Contr. Acctng         -150.47

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  10-27-87
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 10/24/87

                                           CREW   MSA        CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----          -------     ----------
OBJ-DETAIL 598                                                            -150.47

ACTIVITY   940                                                                    SUBTOTAL

SUB-JOB    000 SUBTOTAL

C09713   001                306Admin on Ret.  1000 Metro Reg                         130.00
OBJ-DETAIL 306                                                 Admin on Ret       130.00

C09713   001                349Interest on Fin. Pay.  1000 Metro Reg.                684.46
OBJ-DETAIL 349                                                    INTEREST        684.46

ACTIVITY                                                                  554.46 SUBTOTAL

C09713   001     900Proj. Engr Field offices  001Regular work Time  1083 Assurance Spec. Metro Reg.   82.02
OBJ-DETAIL 001                                                             82.02

ACTIVITY   900                                         Region Assur. Spec   82.02 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                   636.48
                                                                                    Non-P.

C09713   010                             1000 Metro                      1,002.41 ***
OBJ-DETAIL                                                               1,002.41

C09713   010                001Req. work Time  0521 Cont. Acct.              8.74
OBJ-DETAIL 001                                                             8.74 Hwy Acctng.

C09713   010                300Formal Cont.  2100 Dist. Mtn. Sup. - 1        728.85
OBJ-DETAIL 300                                                           728.85 Payment to contractor

C09713   010                306Admin on Ret.  0521 cont. Acctng              58.18
OBJ-DETAIL 306                                                            58.18 Admin on Ret.

C09713   010                341coop pay.  0521 cont. Acctng              9,166.50
C09713   010                341Loc. Gov.  1010 Metro Req. off.             172.36
OBJ-DETAIL 341                                                         9,338.86 coop Payments

C09713   010                504 Blueprint  0521 cont. Acct.                 18.00
OBJ-DETAIL 504                                                            18.00 Hwy Acctng.

C09713   010                555Data Entry  0521  "     "                     3.43
OBJ-DETAIL 555                                                             3.43 Hwy Acctng.

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
                                                                                    Non-P.
                          JOB COST SUMMARY RUN ON  10-27-87
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 10/24/87

                                                CREW   MSA        CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL          NUMBER FIELD      MONTH           DATE
--          ------ -------- ----------          ------ -----      -------       ----------
ACTIVITY                                                                          11,158.47 SUBTOTAL

C09713      010    010 Supr. & Adm.  598 Lump Sum Engring   0521 Cont. Acctng                94.97
OBJ-DETAIL 598                                                                        94.97

ACTIVITY    010                                                                       94.97 SUBTOTAL Super. & Admin. (Const. Engring)

C09713      010    040 EEO Monitor   598 "          0521   SF EEO Monitor.                   71.50
OBJ-DETAIL 598                                                                        71.50

ACTIVITY    040                                                                       71.50 SUBTOTAL EEO Monitoring

C09713      010    [redacted]Audit   300 Formal Cont.   0521 Cont. Acctng                 34,426.87 Pay Cont
OBJ-DETAIL 300                                                                    34,426.87

C09713      010    [redacted]        304 Cr. Liq. Dam.  0521 "        "                    -650.00
OBJ-DETAIL 304                                                                      -650.00 Credit Liq. Dam.

C09713      010    050 "             598 Lump Sum Engr. 0521 "        "                     273.96
OBJ-DETAIL 598                                                                       273.96 Audit Exp.

ACTIVITY    [redacted]                                                            34,050.83 SUBTOTAL

C09713      010    900 Proj. Engr Fieldoff. 598 "       0521 "        "                  76,264.10
OBJ-DETAIL 598                                                                    76,264.10

ACTIVITY    900                                                                   76,264.10 SUBTOTAL Proj. Manager

C09713      010    901 Proj. Engr Consult. 598 "        0521 "        "                     467.56
OBJ-DETAIL 598                                                                       467.56

ACTIVITY    901                                                                      467.56 SUBTOTAL Consult. Engring - City

C09713      010    940 Mater. Testing 598 "             0521 "        "                   1,150.47
OBJ-DETAIL 598                                                                     1,150.47

ACTIVITY    940                                                                    1,150.47 SUBTOTAL Materials Testing

SUB-JOB     010 SUBTOTAL                                                         123,257.90
------------------------------------------------------------------------------------------------------------
C09713      011                                 1000 Metro                       343,945.85 ***
OBJ-DETAIL                                                                       343,945.85

C09713      011             001 Reg. work time  0521 Cont. Acctng

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     4

                    JOB COST SUMMARY RUN ON  10-27-87
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 10/24/87

                                               CREW   MSA        CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--        ------ -------- ---------- ------ -----        -------       ----------
OBJ-DETAIL 001

C09713    011               300 Formal  0521 cont. Accting             73,777.68
C09713    011               300   cont. 2100 DMS-1                      2,331.98
OBJ-DETAIL 300                                                        ~~76~~,109.66 Cont. Payment

C09713    011               336 RR or   1010 Metro Reg. Off.             ~~243.00~~ SFO#2
OBJ-DETAIL 336                  Ut. Reloc.                               ~~243.00~~

C09713    011               341         1010
OBJ-DETAIL 341

ACTIVITY                                                              420,298.51 SUBTOTAL

C09713    011    040 EEO Monitor 598 Lump Sum  0521  SF Cont. Accting     -71.50
OBJ-DETAIL 598                       Engr.                                ~~-71.50~~

ACTIVITY   040                                                            ~~-71.50~~ SUBTOTAL EEO Monitoring

C09713    011    050 Audit  001 Reg. time work  0500 Accting Sect         ~~273.96~~
OBJ-DETAIL 001                                                            ~~273.96~~

C09713    011    [redacted] Audit  300 Formal cont.  0521 cont. Accting   -34,426.87
OBJ-DETAIL 300                                                        ~~-34,426.87~~ Cont. Payment

C09713    011    [redacted] "   304 Cl. Liq. Dam.  0521 "         "       ~~650.00~~
OBJ-DETAIL 304                                                            ~~650.00~~ Liquidated Damages

C09713    011    050 "      598 Lump Sum Engr.  0521 "         "          ~~-273.96~~
OBJ-DETAIL 598                                                            ~~-273.96~~

ACTIVITY   050                                                        -33,776.87 SUBTOTAL

C09713    011    900 Proj. Engr. Field Off.  598 Lump Sum Engr.  0521 "  "   -75,912.54
OBJ-DETAIL 598                                                        ~~-75,912.54~~ Proj. Mgr.

ACTIVITY   900                                                        ~~-75,912.54~~ SUBTOTAL

C09713    011    901 Proj. Engr. Consultant  001 Reg. Work Time  0521 "  "   ~~15.85~~
OBJ-DETAIL 001                                                               ~~15.85~~

C09713    011    901 "    341 Coop Payment Loc. Govt. 1010 Metro Reg. Office   ~~369.81~~
OBJ-DETAIL 341                                                               ~~369.81~~

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  10-27-87
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 10/24/87

                                         CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD          MONTH            DATE
--         ------ -------- ----------  ------ -----         -------        ----------
C09713     011    901proj.  598Lump     0521 cont. Accting                     -385.66
OBJ-DETAIL 598    engr. cont. Sum Engr.                                          -385.66

ACTIVITY   901                                                                        SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                     310,537.60

C09713     021                          1000                                84,271.14 *** Group 2 prior June 85
OBJ-DETAIL                                                                  84,271.14

C09713     021              300formal   0521 cont. Accting                 -73,777.68
OBJ-DETAIL 300                 conts                                       -73,777.68 cont. Payments

C09713     021              341Comp pay. 0521 "         "                   -9,166.50
OBJ-DETAIL 341                 Loc Govt.                                    -9,166.50 Pay Loc Govt

ACTIVITY                                                                    1,326.96 SUBTOTAL

C09713     021    900Proj. Engr. 598Lump Sum 0521 "     "                    -326.96
OBJ-DETAIL 598    Field off.      Engr.                                      -326.96 Proj. Mgr

ACTIVITY   900                                                                -326.96 SUBTOTAL

C09713     021    940Materials 598Lump Sum 0521 "       "                  -1,000.00
OBJ-DETAIL 598       Testing      Engr.                                    -1,000.00

ACTIVITY   940                                                             -1,000.00 SUBTOTAL Materials Testing

SUB-JOB    021 SUBTOTAL

EA         C09713 TOTAL                                                    434,431.98

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JUNE 1985          PAGE 377

                                                                            FISCAL          GRAND TOTAL      ACTIVE YRS
      DESCRIPTION        PREFIX  FUNCTION SUB F. GR   CURRENT MONTH      YEAR TO DATE        TO DATE        BEG    END
                         326   1063    945     00 P 1        8.66CR        1,918.79          2,013.35      83     85
                         326   1063    948     00 P 1        8.64             82.24            428.33      83     85
                         326   1063    985     00 P 1                                          112.63      83     83
                                       TOT     P1          414.05          9,664.29      1,410,301.64
                                       TOT     N1           25.21CR          126.77CR        5,281.45CR
                                    ** JOB TOTALS **        388.84  **     9,537.52  **  1,405,020.19  **

  ARTERIAL OVERLAY PROJECT NO4( CONT NO 9701   FA PROJ NOS X10 0000053 100 X10 0000053                   STATE
                         326   1064    201     00 P 1                         58,507.50        802,305.77      83     85
                         326   1064    201     00 P 2                        111,160.00        111,160.00      84     84
                         326   1064    201     00 N 1                            450.00            672.05      84     85
                         326   1064    203     00 P 1                         11,475.00CR       18,750.00CR    84     84
                         326   1064    205     01 P 1                            761.92CR          761.92CR    85     85
                         326   1064    270     02 P 1                                            1,000.00      84     84
                         326   1064    270     03 P 1                                            1,175.00      84     84
                         326   1064    270     04 P 1                            394.73            394.73      84     84
                         326   1064    270     05 P 1                          2,359.79          2,359.79      84     85
                         326   1064    270     06 P 1                          4,896.33          4,896.33      84     84
                         326   1064    285     01 P 1                         11,018.05         15,238.31      84     85
                         326   1064    294     00 N 1                                            7,178.30CR    84     84
                         326   1064    295     00 N 9                         47,621.18         47,621.18      84     84
                         326   1064    296     00 N 9   20,437.15CR          204,273.84CR      949,642.08CR    84     85
                         326   1064    298     00 N 9   20,437.15            156,652.66        502,020.90      84     85
                         326   1064    900     00 P 1        1.06                193.66          7,162.15      83     85
                         326   1064    900     00 P 2                          1,770.93          1,770.93      84     85
                         326   1064    903     00 P 1                         10,233.48CR      109,404.89      84     84
                         326   1064    903     00 P 2                         10,233.48         10,233.48      84     84
                         326   1064    915     00 P 1       19.44                102.63            102.63      84     85
                         326   1064    920     00 P 1         .28CR               62.56            357.64      83     85
                         326   1064    940     00 P 1       10.20              3,097.96          7,038.08      83     85
                         326   1064    941     00 P 1        2.79CR              693.06          4,056.79      83     85
                         326   1064    944     00 P 1       27.90                 27.90            151.32      83     85
                         326   1064    945     00 P 1       89.91              1,485.64          1,685.15      83     85
                         326   1064    948     00 P 1        1.05CR              236.78            355.38      83     85
                         326   1064    949     00 P 1                                                9.00      84     84
                                       TOT     P1          144.39             60,606.19        938,181.04
                                       TOT     P2                            123,164.41        123,164.41
                                       TOT     N1                                450.00          6,506.25CR
                                    ** JOB TOTALS **       144.39  **       184,220.60  **   1,054,839.20  **

  90TH AVE-94TH AVE          CONT NO 9713   FA PROJ NOS X10 9822008 100 X10 9822008                       STATE
                         326   1065    201     00 P 1 Pay Contr.              48,039.91CR      268,000.58      83     85
                         326   1065    201     00 P 2  "   "                  73,777.68         73,777.68      84     84
                         326   1065    201     00 N    "   "                      66.55             66.55      84     84
                         326   1065    203     00 P   Cr. Liq. Dam.            7,750.00            650.00CR    84     84
                         326   1065    203     00 N    "   "   "                 150.00            650.00      84     84
                         326   1065    270     01 P 1 SFO#1                      153.22            153.22      84     84
                         326   1065    270     03 P 1 SFO#3                      458.01            458.01      85     85
                         326   1065    270     03 N    "   "                      74.90             74.90      85     85
                         326   1065    295     00 N 9 Tr. City                38,876.11         40,124.11      83     85
                         326   1065    296     00 N 9 Tr. St 2,147.53CR       78,517.84CR      443,558.38CR    83     85
                         326   1065    297     00 N 9 Tr. Co.                 43,304.79        111,171.33      83     84
                         326   1065    298     00 N 9 " Fed. 2,147.53          3,663.06CR      292,262.94      83     85
                         326   1065    900     00 P 1 Const Engr. 2.22           258.97          1,974.32      83     85
                         326   1065    900     00 P 2  "    "                    326.96            326.96      84     84
                         326   1065    900     00 N 1  "    "                    133.14            139.14      85     85
                         326   1065    903     00 P 1 By City 2,411.26         4,736.48         68,474.80      83     85
                         326   1065    903     00 P 2  "  "                    9,166.50          9,166.50      84     84
                         326   1065    920     00 P 1 Prog. Sec.   .08CR          17.43            173.81      83     85
                         326   1065    928     00 N 1 Adm. on Ret. .04CR           8.96             71.82      84     85
                         326   1065    940     00 P 1 Salem Lab   .16CR          907.32CR        2,077.95      84     85
                         326   1065    940     00 P 2   "   "                  1,000.00          1,000.00      84     84
                         326   1065    941     00 P 1 Port. Lab. 53.32           135.41          1,260.98      83     85
                         326   1065    944     00 P 1 Tech. Serv.                                  282.19      83     84
                         326   1065    945     00 P 1 Const. Sec. 98.64          938.04          1,141.17      83     85
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                                 TOT     N1                  .21CR           126.77CR        5,281.45CR
                              ** JOB TOTALS **              388.84  **     9,537.52  **  1,405,020.19  **

ARTERIAL OVERLAY PROJECT NO4( CONT NO 9701   FA PROJ NOS X10 0000053 100 X10 0000053                      STATE
              326   1064     201    00 P 1                                  58,502.50      802,305.77    83   85
              326   1064     201    00 P 2                                 111,160.00      111,160.00    84   84
              326   1064     201    00 N 1                                     450.00          672.05    84   85
              326   1064     203    00 P 1                                  11,475.00CR     18,750.00CR  84   84
              326   1064     205    01 P 1                                     761.92CR        761.92CR  85   85
              326   1064     270    02 P 1                                                   1,000.00    84   84
              326   1064     270    03 P 1                                                   1,175.00    84   84
              326   1064     270    04 P 1                                     394.73          394.73    84   84
              326   1064     270    05 P 1                                   2,359.79        2,359.79    84   85
              326   1064     270    06 P 1                                   4,896.33        4,896.33    84   84
              326   1064     285    01 P 1                                  11,018.05       15,238.31    84   85
              326   1064     294    00 N 1                                                   7,178.30CR  84   84
              326   1064     295    00 N 9                                  47,621.18       47,621.18    84   84
              326   1064     296    00 N 9              20,437.15CR        204,273.84CR    949,642.08CR  84   85
              326   1064     298    00 N 9              20,437.15          156,652.66      502,020.90    84   85
              326   1064     900    00 P 1                   1.06              193.66        7,162.15    83   85
              326   1064     900    00 P 2                                   1,770.93        1,770.93    84   85
              326   1064     903    00 P 1                                  10,233.48CR    109,404.89    84   84
              326   1064     903    00 P 2                                  10,233.48       10,233.48    84   84
              326   1064     915    00 P 1                  19.44              102.63          102.63    84   85
              326   1064     920    00 P 1                    .28CR             62.56          357.64    83   85
              326   1064     940    00 P 1                  10.20            3,097.96        7,038.08    83   85
              326   1064     941    00 P 1                   2.79CR            693.06        4,056.79    83   85
              326   1064     944    00 P 1                  27.90               27.90          151.32    83   85
              326   1064     945    00 P 1                  89.91            1,485.64        1,685.15    83   85
              326   1064     948    00 P 1                   1.05CR            236.78          355.38    83   85
              326   1064     949    00 P 1                                                       9.00    84   84
                             TOT       P1                  144.39           60,606.19      938,181.04
                             TOT       P2                                  123,164.41      123,164.41
                             TOT       N1                                      450.00        6,506.25CR
                          ** JOB TOTALS **                 144.39  **      184,220.60  ** 1,054,2[illegible]9.20  **

90TH AVE-94TH AVE           CONT NO 9713   FA PROJ NOS X10 9822008 100 X10 9822008                        STATE
              326   1065     201    00 P 1 Pay Contr.                       48,039.91CR    268,000.58    83   85
              326   1065     201    00 P 2   "    "                         73,777.68       73,777.68    84   84
              326   1065     201    00 N 1   "    "                             66.55           66.55    84   84
              326   1065     203    01 P 1 Cr. Liq. Dam.                   7,750.00          650.00CR  84   84
              326   1065     203    00 N 1   "    "    "                       150.00          650.00    84   84
              326   1065     270    01 P 1 SFO#1                                 153.22          153.22    84   84
              326   1065     2701   03 P 1 SFO#3                               1,458.01          458.01    85   85
              326   1065     2701   03 N 1   "    "                              74.90           74.90    85   85
              326   1065     295    00 N 9 Tr. City                         38,876.11       40,124.11    83   85
              326   1065     296    00 N 9 Tr. St2,147.53CR                 78,517.84CR    443,558.38CR  83   85
              326   1065     297    00 N 9 Tr. Co.                          43,304.79      111,171.33    83   84
              326   1065     298    00 N 9 " Fed.2,147.53                    3,663.06CR    292,262.94    83   85
              326   1065     900    00 P 1 Const Engr. 2.22                    258.97        1,974.32    83   85
              326   1065     900    00 P 2   "     "                            326.96          326.96    84   84
              326   1065     900    00 N 1   "     "                            133.14          139.14    85   85
              326   1065     903    00 P 1 By City 2,411.26                  4,736.48       68,474.80    83   85
              326   1065     903    00 P 2   "   "                          9,166.50        9,166.50    84   84
              326   1065     920    00 P 1 Prog. Sec.       .08CR               17.43          173.81    83   85
              326   1065     928    00 N 1 Adm. on Ret.     .04CR                8.96           71.82 ←  84   85
              326   1065     940    00 P 1 Salem Lab       .16CR              907.32CR       2,077.95    84   85
              326   1065     940    00 P 2   "     "                          1,000.00        1,000.00    84   84
              326   1065     941    00 P 1 Port. Lab. 53.32                    135.41        1,260.98    83   85
              326   1065     944    00 P 1 Tech. Serv.                                       282.19    83   84
              326   1065     945    00 P 1 Const. Sec. 98.64                   938.04        1,141.13    83   85
              326   1065     946    00 P 1 Region Off. Chgs.                                     4.69    83   84
              326   1065     948    00 P 1 Gen. Const. Eng. .86                477.13          522.67    83   85
              326   1065     985    00 P 1 EEO Monitor                                          71.50    83   84
                             TOT       P1           2,572.06               34,022.54CR    343,948.85
                             TOT       P2                                  84,271.14       84,271.14
                             TOT       N1                .04CR                439.55        1,002.41
                          ** JOB TOTALS **          2,572.02  **           50,688.15  **    429,219.40  **
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                                          OREGON DEPARTMENT OF TRANSPORTATION
                                            JOB COST SUMMARY BY EA/SUBJOB
                                                  AS OF 08/31/87

02  HIGHWAY DIVISION

C09713  -"""      90TH AVE-94TH AVE                  EA TYPE   :   05  RECONSTRUCTION ON EXISTING ROUTE
   EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE      RESP UNIT:  1000  METRO REGION                        TOTAL:  GRAND

                                                                                    TOTAL-        PCT.OF
                                                          BUDGET    CURRENT MONTH   TO-DATE       BUDGET    ENCUMBRANCE
 EXPENDITURES

   PRIOR TO JULY 1, 1985
     EXPENDITURES                                                                 429,219.40

   CONTRACT AND UTILITY RELOC PYMTS
     OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                  3,060.83
     OBJ: 336  RAILROAD OR UTILITY RELOCATION OR R                                    243.00
   TOTAL CONTRACT AND UTILITY RELOC PYMTS                                           3,303.83

   EXPENDITURES BY ACTIVITY
     ACT:  010  SUPERVISION AND ADMINISTRATION                                          94.97
     ACT:  040  MONITOR EQUAL OPPORTUNITY EMPLOYMEN
     ACT:  050  AUDIT SERVICES                                                         271.96
     ACT:  900  PROJECT ENGINEERING - FIELD OFFICES                                    106.62
     ACT:  901  PROJECT ENGR -CONSULTANT APPL                                          467.56
     ACT:  940  MATERIALS TESTING                                       31.00          150.47
   TOTAL EXPENDITURES BY ACTIVITY                                       31.00        1,093.58

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT      TITLE          OBJ       DESC
     0521 BILLINGS, REVENUE   001 REGULAR WORK TIME                                      8.74
     0521 BILLINGS, REVENUE   306 RETAINAGE ADMINIS                                     58.18
     0521 BILLINGS, REVENUE   341 COOPERATIVE PAYME
     0521 BILLINGS, REVENUE   504 ODOT - BLUEPRINT
     0521 BILLINGS, REVENUE   555 HIGHWAY DIVISION                                       3.43
     1000 METRO REGION        306 RETAINAGE ADMINIS                                    130.00-
     1000 METRO REGION        349 INTEREST ON VENDO                                    684.46
     1000 METRO REGION        504 ODOT - BLUEPRINT                                      18.00
     1010 OFFICE/CONSTRUCTIO  341 COOPERATIVE PAYME                                    172.36
   TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                        815.17

 TOTAL EXPENDITURES                                                     31.00      434,431.98

 REVENUES

   PRIOR TO JULY 1, 1985
     REVENUES                                                                      443,649.41

   843000  FEDERAL REVENUES AS OTHER FUNDS
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Total all costs

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REPORT FMRP224-1                                                                                         PAGE 10,893
                                        OREGON DEPARTMENT OF TRANSPORTATION
                                          JOB COST SUMMARY BY EA/SUBJOB
                                                AS OF 08/31/87

02  HIGHWAY DIVISION

C09713 -****   90TH AVE-94TH AVE                EA TYPE  :   05  RECONSTRUCTION ON EXISTING ROUTE
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE    RESP UNIT: 1000  METRO REGION                      TOTAL:  GRAND

                                                                                 TOTAL-      PCT OF
                                                   BUDGET      CURRENT MONTH     TO-DATE     BUDGET    ENCUMBRANCE

        AGENCY SOURCE NOT ON DT                                                    80.72
     14  FEDERAL AID - INTERSTATE TRANSFER                          118.27      28,477.73-
   TOTAL 843000  FEDERAL REVENUES AS OTHER FUNDS                    118.27      28,397.01-

   844010  OTHER CHARGES FOR SERVICES
     02  CITY COOPERATION ON CONSTRUCTION                                        3,997.34
     03  COOPERATION IN CONSTRUCTION - COUNT                                     2,835.37
   TOTAL 844010  OTHER CHARGES FOR SERVICES                                      6,832.71

  TOTAL REVENUES                                                    118.27     422,085.11
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                                        OREGON DEPARTMENT OF TRANSPORTATION
                                          JOB COST SUMMARY BY EA/SUBJOB
                                               AS OF 08/31/87

02  HIGHWAY DIVISION

C09713  -001     90TH AVE-94TH AVE                     EA TYPE  :    05  RECONSTRUCTION ON EXISTING ROUTE
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE         RESP UNIT:  1000  METRO REGION                          TOTAL:  GRAND

                                                                                     TOTAL-         PCT OF
                                                            BUDGET    CURRENT MONTH  TO-DATE        BUDGET    ENCUMBRANCE
  EXPENDITURES

    EXPENDITURES BY ACTIVITY
      ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                    82.02

    NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
      UNIT      TITLE           OBJ       DESC
      1000 METRO REGION         306 RETAINAGE ADMINIS                                 130.00-
      1000 METRO REGION         349 INTEREST ON VENDO                                 684.46
    TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                      554.46

  TOTAL EXPENDITURES                                                                  636.48
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REPORT FMRP224-1                                                                                    PAGE 10,889
                                        OREGON DEPARTMENT OF TRANSPORTATION
                                          JOB COST SUMMARY BY EA/SUBJOB
                                                AS OF 08/31/87

02 HIGHWAY DIVISION

C09713 -010   90TH AVE-94TH AVE                   EA TYPE  :   05  RECONSTRUCTION ON EXISTING ROUTE
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE    RESP UNIT: 1000  METRO REGION                         TOTAL:  GRAND

                                                                                  TOTAL-        PCT OF
                                                  BUDGET       CURRENT MONTH      TO-DATE       BUDGET     ENCUMBRANCE
EXPENDITURES

  PRIOR TO JULY 1, 1985
    EXPENDITURES                                                                  1,002.41

  CONTRACT AND UTILITY RELOC PYMTS
    OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                35,155.72

  EXPENDITURES BY ACTIVITY
    ACT: 010  SUPERVISION AND ADMINISTRATION                                         94.97
    ACT: 040  MONITOR EQUAL OPPORTUNITY EMPLOYMEN                                    71.50
    ACT: 050  AUDIT SERVICES                                                        376.04-
    ACT: 900  PROJECT ENGINEERING - FIELD OFFICES               139.14-          76,264.10
    ACT: 901  PROJECT ENGR.-CONSULTANT APPL.                                        467.56
    ACT: 940  MATERIALS TESTING                                                   1,150.47
  TOTAL EXPENDITURES BY ACTIVITY                                139.14-          77,672.56

  NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
    UNIT        TITLE         OBJ        DESC
    0521 BILLINGS, REVENUE    001 REGULAR WORK TIME                                   8.74
    0521 BILLINGS, REVENUE    306 RETAINAGE ADMINIS                                  58.18
    0521 BILLINGS, REVENUE    341 COOPERATIVE PAYME                               9,166.50
    0521 BILLINGS, REVENUE    504 ODOT - BLUEPRINT                                   18.00
    0521 BILLINGS, REVENUE    555 HIGHWAY DIVISION                                    3.43
    1010 OFFICE/CONSTRUCTIO 341 COOPERATIVE PAYME                                172.36
  TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                   9,427.21

TOTAL EXPENDITURES                                              139.14-         123,257.90
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REPORT FMRP2[illegible]-1                                                                                    PAGE 10,887
                                              OREGON DEPARTMENT OF TRANSPORTATION
                                                JOB COST SUMMARY BY EA/SUBJOB
                                                      AS OF 08/31/87

0[illegible] HIGHWAY DIVISION

C0[illegible]713  -000   [illegible]0TH AVE-94TH AVE                  EA TYPE  :   05  RECONSTRUCTION ON EXISTING ROUTE
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE          RESP UNIT: 1000  METRO REGION                 TOTAL:  GRAND

                                                                                   TOTAL-         PCT OF
                                                    BUDGET       CURRENT MONTH     TO-DATE        BUDGET     ENCUMBRANCE
 EXPENDITURES

  EXPENDITURES BY ACTIVITY
    ACT: 010  SUPERVISION AND ADMINISTRATION
    ACT: 900  PROJECT ENGINEERING - FIELD OFFICES
    ACT: 901  PROJECT ENGR.-CONSULTANT APPL.
    ACT: 940  MATERIALS TESTING                                        31.00
  TOTAL EXPENDITURES BY ACTIVITY                                       31.00

  NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
    UNIT          TITLE        OBJ         DESC
    0521 BILLINGS, REVENUE   504 ODOT - BLUEPRINT                                    18.00- ✓
    0521 BILLINGS, REVENUE   555 HIGHWAY DIVISION
    1000 METRO REGION        504 ODOT - BLUEPRINT                                    18.00
  TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL

 TOTAL EXPENDITURES                                                    31.00

 REVENUES

  843000  FEDERAL REVENUES AS\OTHER FUNDS
        AGENCY SOURCE NOT ON DT                                                        .02
     14  FEDERAL AID - INTERSTATE TRANSFER                                            7.06
  TOTAL 843000  FEDERAL REVENUES AS OTHER FUNDS                                       7.08

 TOTAL REVENUES                                                                       7.08
```

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 08/31/87

02 HIGHWAY DIVISION

C09[illegible]13 -011 90TH AVE-94TH AVE
EA STATUS: 04 PROJECT IN CONSTRUCTION PHASE

EA TYPE : 05 RECONSTRUCTION ON EXISTING ROUTE
RESP UNIT: 1000 METRO REGION

TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
PRIOR TO JULY 1, 1985					
EXPENDITURES			343,945.85 ✓		
CONTRACT AND UTILITY RELOC PYMTS					
OBJ: 300 FORMAL CONTRACTS - CONSTRUCTION, RI			41,682.79 ✓		
OBJ: 336 RAILROAD OR UTILITY RELOCATION OR R			243.00 ✓		
TOTAL CONTRACT AND UTILITY RELOC PYMTS			41,925.79		
EXPENDITURES BY ACTIVITY					
ACT: 040 MONITOR EQUAL OPPORTUNITY EMPLOYMEN			71.50- ✓		
ACT: 050 ~~AUDIT SERVICES~~ Liq. Damages			650.00 ✓		
ACT: 900 PROJECT ENGINEERING - FIELD OFFICES		139.14	75,912.54- ✓		
ACT: 901 PROJECT ENGR.-CONSULTANT APPL.					
TOTAL EXPENDITURES BY ACTIVITY		139.14	75,334.04-		
NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL					
UNIT TITLE OBJ DESC					
0521 BILLINGS, REVENUE 001 REGULAR WORK TIME					
1010 OFFICE/CONSTRUCTIO 341 COOPERATIVE PAYME					
TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL					
TOTAL EXPENDITURES		139.14	310,537.60 ✓		
REVENUES					
PRIOR TO JULY 1, 1985					
REVENUES			332,478.08		
843000 FEDERAL REVENUES AS OTHER FUNDS					
AGENCY SOURCE NOT ON DT			80.70		
14 FEDERAL AID - INTERSTATE TRANSFER		118.27	28,484.79-		
TOTAL 843000 FEDERAL REVENUES AS OTHER FUNDS		118.27	28,404.09-		
844010 OTHER CHARGES FOR SERVICES					
02 CITY COOPERATION ON CONSTRUCTION			3,362.66		
03 COOPERATION IN CONSTRUCTION - COUNT			2,835.37		
TOTAL 844010 OTHER CHARGES FOR SERVICES			6,198.03		
TOTAL REVENUES		118.27	310,272.02		

```
                                          OREGON DEPARTMENT OF TRANSPORTATION
                                            JOB COST SUMMARY BY EA/SUBJOB
                                                  AS OF 08/31/87

02 HIGHWAY DIVISION

C09713  -021    90TH AVE-94TH AVE                      EA TYPE  :    05  RECONSTRUCTION ON EXISTING ROUTE
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE          RESP UNIT:  1000  METRO REGION                      TOTAL   GRAND

                                                                                          TOTAL-       PCT OF
                                                       BUDGET        CURRENT MONTH         TO-DATE      BUDGET      ENCUMBRANCE
 EXPENDITURES

   PRIOR TO JULY 1, 1985
     EXPENDITURES                                                                        84,271.14 ✓

   CONTRACT AND UTILITY RELOC PYMTS
     OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                       73,777.68- ✓

   EXPENDITURES BY ACTIVITY
     ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                          326.96- ✓
     ACT: 940  MATERIALS TESTING                                                          1,000.00- ✓
   TOTAL EXPENDITURES BY ACTIVITY                                                         1,326.96-

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT       TITLE        OBJ         DESC
     0521 BILLINGS, REVENUE  341 COOPERATIVE PAYME                                        9,166.50- ✓

 TOTAL EXPENDITURES

 REVENUES

   PRIOR TO JULY 1, 1985
     REVENUES                                                                           111,171.33

   844010  OTHER CHARGES FOR SERVICES
     02  CITY COOPERATION ON CONSTRUCTION                                                   634.68

 TOTAL REVENUES                                                                         111,806.01
```

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

.10-1 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE PAGE 1

B Tch #C136 10-11-87

CONTRACT NUMBER: C09713 ESTIMATE NUMBER: 014 COPENHAGEN UTILITIES &

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
AMOUNT TO DATE:		344,179.06	0.00	3,000.00	726.58	341,905.64
PRIOR AMOUNT:		341,118.23	0.00	3,000.00	726.58	338,844.81
PRESENT AMOUNT:		3,060.83	0.00	0.00	0.00	3,060.83

EA-NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
C09713	010	728.85	0.00	0.00	0.00	728.85
C09713	011	2,331.98	0.00	0.00	0.00	2,331.98
	TOTAL	3,060.83	0.00	0.00	0.00	3,060.83

Mike Smith

Ret. red proc.
Sep

IX-9822(8)

16543

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1880 (REV. 7-80)

[illegible]

C09713 14

HIGHWAY
FAU 9822 (E BURNSIDE ST)

FEDERAL AID PROJECT NO.
IX 9822008

SECTION
90TH AVE-94TH AVE (PORTLAND)

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	11 MOBILIZATION		LUMP SUM	24766.0000	100.000	24766.00	24766.00	
002	11 TEMPORARY PROTECTION AND	DIR OF TRAFFIC	LUMP SUM	3045.0000	100.000	3045.00	3045.00	
003	11 TEMPORARY SIGNS		SQ FT	10.0000	161.000	1610.00	1610.00	
005	11 TEMPORARY BARRICADES	TYPE III	EACH	120.0000	4.000	480.00	480.00	
006	11 TEMPORARY PLASTIC	SAFETY MARKERS	EACH	50.0000	55.000	2750.00	2750.00	
007	11 TEMPORARY AMBER	FLASHERS	EACH	300.0000	8.000	2400.00 A	2400.00	
008	11 FLAGMEN		HOUR	20.0000	599.000	11980.00	11980.00	
009	11 TEMPORARY STRIPING		LUMP SUM	6820.0000	100.000	6820.00	6820.00	
010	11 CLEARING AND GRUBBING		LUMP SUM	2012.0000	100.000	2012.00	2012.00	
011	11 REMOVAL OF STRUCTURES	& OBSTRUCTIONS	LUMP SUM	3064.0000	100.000	3064.00	3064.00	
012	11 FILL ABANDONED SEWER	PA 6	CU YD	98.0000	2.800	274.40	274.40	
013	11 GENERAL EXCAVATION	PA 9	CU YD	5.0000	4,672.200	23361.00	23369.50	8.50-
014	11 TRENCH EXCAVATION	PA 6	CU YD	7.0000	2,262.500	15837.50	15837.50	
015	11 FOUNDATION STABILIZATION		CU YD	14.0000	9.000	126.00	126.00	
016	11 GRANULAR TRENCH	BACKFILL PA 6	CU YD	9.0000	1,834.300	16508.70	16508.70	
017	11 FURNISHING AND	PLACING TOPSOIL	LUMP SUM	3647.0000	100.000	3647.00	3647.00	
018	11 AGGREGATE BASE		TON	9.0000	97.570	878.13	878.13	
019	11 3/4"-0 AGGREGATE BASE	2" THICK	SQ YD	3.0000	403.400	1210.20	1140.30	69.90
020	10 CEMENT TREATED BASE	MIXTURE	TON	10.0000	72.885	728.85		728.85
020	11 CEMENT TREATED BASE	MIXTURE	TON	10.0000	3,523.375	35233.75	35962.60	728.85-
021	11 PORTLAND CEMENT IN	CTB MIXTURE	TON	69.0000	176.214	12158.77	12158.77	
022	11 ASPHALT IN SEAL		LUMP SUM	1235.0000	100.000	1235.00	1235.00	
023	11 CLASS B ASPHALT	CONCRETE	TON	28.0000	687.320	19244.96	19244.96	
024	11 CLASS C ASPHALT CONCR	PA 3	TON	28.0000	754.980	21139.44	21139.44	
025	11 8-INCH CONCRETE SEWER	PIPE	LIN FT	7.0000	457.000	3199.00	3199.00	
026	11 10-INCH CONCRETE	SEWER PIPE	LIN FT	10.0000	68.000	680.00	680.00	
027	11 15-INCH CONCRETE	SEWER PIPE	LIN FT	16.0000	61.000	976.00 A	976.00	
028	11 21-INCH CONCRETE	SEWER PIPE	LIN FT	17.0000	589.000	10013.00	10013.00	
029	11 24-INCH CONCRETE SEWER	PIPE	LIN FT	22.0000	158.000	3476.00	3476.00	
030	11 27-INCH CONCRETE	SEWER PIPE	LIN FT	29.0000	582.000	16878.00	16878.00	
031	11 EXTRA FOR PIPE UNDER	PAVEMENT PA 6	LIN FT	8.0000	270.000	2160.00	2160.00	

DATE 10 11 85 PG. 01 C09713	TOTAL CONTRACT ITEMS	A 247163.85		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	N. 728.85		
CHECKED BY:	FORCE ACCOUNT			
ENGINEER OR AUDITOR	TOTAL PAYMENTS			

ACME BUSINESS FORMS • PORTLAND, OR

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1980 (REV. 7-78)

HIGHWAY

SECTION

FEDERAL AID PROJECT NO.

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
032	11 3/4"-0 BEDDING MATERIAL	PA 2	CU YD	12.0000	33.100	397.20	397.20	
033	11 CONCRETE MANHOLES		EACH	3000.0000	8.000	24000.00	24000.00	
034	11 CONCRETE INLETS	TYPE P	EACH	322.0000	14.000	4508.00	4508.00	
035	11 CONCRETE INLETS	TYPE P-2	EACH	437.0000	2.000	874.00	874.00	
036	11 CONCRETE INLETS FIELD		EACH	406.0000	2.000	812.00 A.	812.00	
037	11 CONCRETE WALKS		SQ YD	12.0000	1,163.800	13965.60	13960.80	4.80
038	11 CONCRETE DRIVEWAYS		SQ YD	13.0000	193.500	2515.50	2511.60	3.90
039	11 CONCRETE CURBS TYPE C	PA 7	LIN FT	3.0000	1,975.100	5925.30	5952.60	27.30-
040	11 EXTRA FOR ASPHALT	APPROACHES	SQ YD	2.0000	322.800	645.60	598.80	46.80
041	11 FILL ABANDONED MANHOLES		EACH	195.0000	6.000	1170.00	1170.00	
042	11 FURNISH AND PLANT TREES		EACH	109.9000	56.000	6154.40	6154.40	
042A	11 ESTABL WORK		EACH	15.7000	56.000	879.20	879.20	
042B	11 ESTABL WORK		EACH	15.7000	56.000	879.20 B.	879.20	
042C	11 ESTABL WORK		EACH	15.7000	56.000	879.20	879.20	
043	11 FURNISH AND PLANT SHRUBS	PA 9	EACH	11.2000	419.000	4692.80	4692.80	
043A	11 ESTABL WORK	PA 9	EACH	1.6000	419.000	670.40	670.40	
043B	11 ESTABL WORK	PA 9	EACH	1.6000	419.000	670.40	670.40	
043C	11 ESTABL WORK	PA 9	EACH	1.6000	419.000	670.40	670.40	
045	11 LAWN CONSTRUCTION	PA 9.11	SQ FT	.4000	7,500.500	3000.20	3000.20	
	PRICE AGREEMENT ITEMS							
3002A	11 SUB 1"-0" FOR 3/4"-0	BEDDING BI 32	CU YD	12.0000	84.700	1016.40	1083.60	67.20-
3005A	11 1"-0 AGGREGATE		TON	8.0000	242.300	1938.40	1938.40	
3008A	11 EXTRA MOBILIZATION		LUMP SUM	1636.0000	100.000	1636.00	1636.00	
3008B	11 EXTRA CLEANING & GRUBBING		LUMP SUM	3010.0000	100.000	3010.00	3010.00	
3008C	11 EXTRA REMOVAL OF STRUCT	& OBSTRUCTIONS	LUMP SUM	896.0000	100.000	896.00 A.	896.00	
3010A	11 BARK MULCH		UNITS	132.2500	20.650	2730.96	2699.22	31.74
3010B	11 SEED,MULCH,FERTILIZE &	WEED CONTROL	SQ YD	.5400	1,692.400	913.90	1007.21	93.31-
3010E	11 CONCRETE CURB		LIN FT	10.6400	60.000	638.40	638.40	
3011A	11 FURNISH & PLANT	ENGLISH IVY	EACH	1.8200	2,279.000	4147.78 B.	4147.78	

DATE 10 11 85 PG. 02 C09713	TOTAL CONTRACT ITEMS	A. 67,593.26	
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	B. 22,643.98	
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

ACME BUSINESS FORMS • PORTLAND, OR

IX-982

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 730-[illegible] (REV. 7-[illegible])

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO.	C09713
[illegible] NO.	14
FEDERAL AID PROJECT NO.	

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
3011B	11 ESTABL WORK			.2600	2,279.000	592.54	B	592.54	
3011C	11 ESTABL WORK			.2600	2,279.000	592.54		592.54	
3011D	11 ESTABL WORK			.2600	2,279.000	592.54		592.54	
3014A	11 LAWN WATERING		HOUR	33.0000	35.500	1171.50	A	1171.50	
3017A	11 CLAIM SETTLEMENT		LUMP SUM	3100.0000	100.000	3100.00			3100.00
	ADJUSTMENT ITEMS								
6001A	11 LIQUIDATED DAMAGES	UNIT A	DAY	100.0000-	101.000	10100.00-		10100.00-	
6001B	10 UNIT A TIME EXT	APPR 1-24-84		100.0000	5.000	500.00		500.00	
6001C	10 TIME EXTENSION	APP 8-22-84	DAY	100.0000	1.500	150.00		150.00	
6001C	11 TIME EXTENSION	APP 8-22-84	DAY	100.0000	8.000	800.00		800.00	
6001D	11 TIME EXTENSION	APP 10-10-84	DAY	100.0000	86.500	8650.00		8650.00	
	FORCE ACCOUNT ITEMS								
801	11 CONNECT DRAIN TO INLET					444.30	A	444.30	
802	10 REM CONCR INLET					66.55		66.55	
803	11 RAISE MANHOLE					215.73	A	215.73	

	TypeCode	"P" Construction Cost	"N" Construction Cost	"N" Supervision	"N" Time Extension	Total Cost
A. Roadway	I000	309,683.37	9,629.17	<650.00>	650.00	
B. Landscaping	Y003		25,593.10			
		$ 309,683.37	$ 35,222.27	<650.00>	650.00	$ 344,905.64

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
DATE 10 11 85 Pu. 03 C09713	TOTAL CONTRACT ITEMS	344179.06	341118.23	3060.83
PREVIOUS VOUCHER NO. A 3,760.03	% RETAINED ON CONTRACT ITEMS			
CHECKED BY: B. 2,949.12	FORCE ACCOUNT	726.58	726.58	
ENGINEER OR AUDITOR Mike Smith N. 66.55 66.550	TOTAL PAYMENTS	344,905.64		

9713

Form 734-3106

Job No.

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for NE 90th - NE 94th

Made by G 6-3 1987 Checked by 19 Backchecked by 19

Preliminary Engineering Cost	$51,559.11
Construction Cost	434,431.98
Less Sewer Oversize (100% City)	(12,480.00)
Total FA project	$473,511.09
Federal Funds @ 65%	(307,782.21)
COUNTY SHARE	$165,728.88
Advance Deposit 9-1-83	(137,093.00)
AMOUNT DUE FROM COUNTY	28,635.88

6-10-87

Dave Hill says Roy Bennett has budgeted in next years budget for this payment. no rush to final Statement now. When FHWA approves payment of Final Voucher we will prepare itemized statement - normal process.

G

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO ______________________________

Address ______________________________

STATE	FEDERAL AID PROJECT NO. IV - 9822 (8)
PROGRAM APPROVED	VOUCHER PERIOD From: 8-3-83 To: 6-19-86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
434,431.98	310,537.60	85	263,956.96	263,956.96	0

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		
FORWARDED BY FHWA DIVISION OFFICE		

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	90th Ave. - 94th Ave (Portland)					
	E. Burnside City Street					
	Multnomah County					
	Construction					
	Type Code I000					
	Roadway (Sta. 11+90 to Sta 13+00)					
	Final Contract Payment Summary	Lump Sum			309,683.37	
SFO #1	Permanent Pavement Striping (City of Portland)	All Required			153 22	
SFO #2	Replace 175 watt mercury vapor street lights with sodium vapor units (Portland General Electric)	All Required			243.00	
SFO #3	Permanent signing and sign supports (City of Portland)	All Required			458.01	
	Total Participating Type code I000				310537.60	
	Total [illegible]				$ 310,537.60	
	AMOUNT CARRIED FORWARD					

FORM PR-20C (REV. 9-72)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. D ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT
(PPM 30-6)

FEDERAL AID PROJECT

ST

COUNTY

NUMBER

SECTION

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Non Participating Project Cost					
	Work of City of Portland	all Required			78,183.47	
	EEO Monitoring Expense	all Required			71.50	
	Audit Expense	All Required			273.76	
	Liquidated Damages	all Required			(650.00)	
	S					
	Final Contract [illegible]	Lump Sum			35,222.27	
	Time Extension	Lump Sum			650.00	
	Interest on Final Payments	all Required			684.46	
	Construction Engineering	all Required			9,383.82	
SFO#3	Permanent signing and sign supports	all Required			74 90	
	Total Non Participating Project Cost				123,894.38	
	Total Project Cost				$ 434,431.98	

Prepared based on Participating Cost
as shown on the Federal Billing as of 6-10-87

EXISTING STOCKS OF PR-20C (REV. 6-68) WILL BE USED.

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. IX-9822(8)

PROGRAM APPROVED -

VOUCHER PERIOD
From: 8/03/83 **To:** 6/19/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
434,431.98	310,537.60	.85	263,956.96	263,956.96	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Douglas R [illegible] 6/03/87
Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	90TH AVE. - 94TH AVE. (PORTLAND)					
	E. BURNSIDE CITY STREET					
	MULTNOMAH COUNTY					
	Construction					
	Type Code 1000					
	Roadway (Sta. 1+90 to Sta. 13+00)					
	Final Contract Payment Summary	Lump Sum			$309,683.37	
SFO #1	Permanent Pavement Striping (City of Portland)	All Required			153.22	
SFO #2	Replace 175 watt mercury vapor steel lights with sodium vapor units (Portland General Electric)	All Required			243.00	
SFO #3	Permanent signing and sign supports (City of Portland)	All Required			458.01	
	TOTAL PARTICIPATING TYPE CODE 1000				**$310,537.60**	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$310,537.60**	
	Non Participating Project Cost					
	Work by City of Portland	All Required			$ 78,183.47	
	EEO Monitoring Expense	All Required			71.50	
	Audit Expense	All Required			273.96	
	Liquidated Damages	All Required			(650.00)	
	Final Contract Payment Summary	Lump Sum			$ 35,222.27	
	Time Extension	Lump Sum			650.00	
	Interest on Final Payments	All Required			684.46	
	Construction Engineering	All Required			9,383.82	
SFO #3	Permanent signing and sign supports	All Required			74.90	
	TOTAL NON PARTICIPATING PROJECT COST				**$123,894.38**	
	TOTAL PROJECT COST				**$434,431.98**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 6/10/87.					
	AMOUNT CARRIED FORWARD					

```
                                                                                    FISCAL          GRAND TOTAL     ACTIVE YRS
          DESCRIPTION                PREFIX  FUNCTION SUB F. GR   CURRENT MONTH    YEAR TO DATE       TO DATE       BEG   END
                                      326     1063     945   00 P 1       8.66CR       1,918.79         2,013.35       83    85
                                      326     1063     948   00 P 1       8.64            82.24           428.33       83    85
                                      326     1063     985   00 P 1                                       112.63       83    83
                                                       TOT      P1      414.05         9,664.29     1,410,301.64
                                                       TOT      N1       25.21CR         126.77CR       5,281.45CR
                                                  ** JOB TOTALS **      388.84   **    9,537.52  ** 1,405,020.19  **

 ARTERIAL OVERLAY PROJECT NO4( CONT NO 9701   FA PROJ NOS X10 0000053 100 X10 0000053                              STATE
                                      326     1064     201   00 P 1                       58,507.50       802,305.77       83    85
                                      326     1064     201   00 P 2                      111,160.00       111,160.00       84    84
                                      326     1064     201   00 N 1                          450.00           672.05       84    85
                                      326     1064     203   00 P 1                       11,475.00CR      18,750.00CR     84    84
                                      326     1064     205   01 P 1                          761.92CR         761.92CR     85    85
                                      326     1064     270   02 P 1                                         1,000.00       84    84
                                      326     1064     270   03 P 1                                         1,175.00       84    84
                                      326     1064     270   04 P 1                          394.73           394.73       84    84
                                      326     1064     270   05 P 1                        2,359.79         2,359.79       84    85
                                      326     1064     270   06 P 1                        4,896.33         4,896.33       84    84
                                      326     1064     285   01 P 1                       11,018.05        15,238.31       84    85
                                      326     1064     294   00 N 1                                         7,178.30CR     84    84
                                      326     1064     295   00 N 9                       47,621.18        47,621.18       84    84
                                      326     1064     296   00 N 9   20,437.15CR        204,273.84CR     949,642.08CR     84    85
                                      326     1064     298   00 N 9   20,437.15          156,652.66       502,020.90       84    85
                                      326     1064     900   00 P 1        1.06              193.66         7,162.15       83    85
                                      326     1064     900   00 P 2                        1,770.93         1,770.93       84    85
                                      326     1064     903   00 P 1                       10,233.48CR     109,404.89       84    84
                                      326     1064     903   00 P 2                       10,233.48        10,233.48       84    84
                                      326     1064     915   00 P 1       19.44              102.63           102.63       84    85
                                      326     1064     920   00 P 1         .28CR             62.56           357.64       83    85
                                      326     1064     940   00 P 1       10.20            3,097.96         7,038.08       83    85
                                      326     1064     941   00 P 1        2.79CR            693.06         4,056.79       83    85
                                      326     1064     944   00 P 1       27.90               27.90           151.32       83    85
                                      326     1064     945   00 P 1       89.91            1,485.64         1,685.15       83    85
                                      326     1064     948   00 P 1        1.05CR            236.78           355.38       83    85
                                      326     1064     949   00 P 1                                             9.00       84    84
                                                       TOT      P1      144.39            60,606.19       938,181.04
                                                       TOT      P2                       123,164.41       123,164.41
                                                       TOT      N1                           450.00         6,506.25CR
                                                  ** JOB TOTALS **      144.39   **      184,220.60  ** 1,054,839.20  **

 90TH AVE-94TH AVE           CONT NO 9[illegible]13   FA PROJ NOS X10 9822008 100 X10 9822008                      STATE
                                      326     1065     201   00 P 1                       48,039.91CR     268,000.58       83    85
                                      326     1065     201   00 P 2                       73,777.68        73,777.68       84    84
                                      326     1065     201   00 N 1                           66.55            66.55       84    84
                                      326     1065     203   00 P 1                        7,750.00           650.00CR     84    84
                                      326     1065     203   00 N 1                          150.00           650.00       84    84
                                      326     1065     270   01 P 1                          153.22           153.22       84    84
```

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 378

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	326	1065	270	03	P	1		458.01	458.01	85	85
	326	1065	270	03	N	1		74.90	74.90	85	85
	326	1065	295	00	N	9		38,876.11	40,124.11	83	85
	326	1065	296	00	N	9	2,147.53CR	78,517.84CR	443,558.38CR	83	85
	326	1065	297	00	N	9		43,304.79	111,171.33	83	84
	326	1065	298	00	N	9	2,147.53	3,663.06CR	292,262.94	83	85
	326	1065	900	00	P	1	2.22	258.97	1,974.32	83	85
	326	1065	900	00	P	2		326.96	326.96	84	84
	326	1065	900	00	N	1		139.14	139.14	85	85
	326	1065	903	00	P	1	2,411.26	4,736.48	68,474.80	83	85
	326	1065	903	00	P	2		9,166.50	9,166.50	84	84
	326	1065	920	00	P	1	.08CR	17.43	173.81	83	85
	326	1065	928	00	N	1	.04CR	8.96	71.82	84	85
	326	1065	940	00	P	1	.16CR	907.32CR	2,077.95	84	85
	326	1065	940	00	P	2		1,000.00	1,000.00	84	84
	326	1065	941	00	P	1	53.32	135.41	1,260.98	83	85
	326	1065	944	00	P	1			282.19	83	84
	326	1065	945	00	P	1	98.64	938.04	1,141.13	83	85
	326	1065	946	00	P	1			4.69	83	84
	326	1065	948	00	P	1	6.86	477.13	522.67	83	85
	326	1065	985	00	P	1			71.50	83	84
			TOT		P1		2,572.06	34,022.54CR	343,945.85		
			TOT		P2			84,271.14	84,271.14		
			TOT		N1		.04CR	439.55	1,002.41		
			** JOB TOTALS **				2,572.02 **	50,688.15 **	429,219.40 **		
GREELEY CONNECTION TO I-5 CONT NO 9729 FA PROJ NOS IR 0056102 98 X10 0056102 01 IR 0056102 01 STATE											
	326	1066	201	00	P	1	179,096.83	2,126,687.86	4,360,088.80	84	85
	326	1066	201	00	P	2	67.70	493.82	12,751.47	84	85
	326	1066	201	00	P	3	113.64	436.71	436.71	84	85
	326	1066	201	00	N	1	15.00CR	5,728.47	5,683.47	84	85
	326	1066	270	01	P	1			94.53	84	84
	326	1066	270	01	P	2			.95	84	84
	326	1066	270	02	P	1		1,473.60	1,473.60	85	85
	326	1066	270	02	P	2		1,205.66	1,205.66	85	85
	326	1066	270	12	P	1	1.44CR	2,083.12	2,083.12	85	85
	326	1066	285	03	P	1		20,164.51	20,164.51	85	85
	326	1066	285	10	P	1		480.00	480.00	84	84
	326	1066	290	07	P	1			3,155.60CR	84	84
	326	1066	290	07	P	2			32.20CR	84	84
	326	1066	290	07	P	8			32.20CR	84	84
	326	1066	290	08	P	1	4.55CR	1,491.31	1,491.31	84	85
	326	1066	290	08	P	2	.06CR	15.17	15.17	84	85
	326	1066	290	08	P	8	.04CR	15.24	15.24	84	85
	326	1066	290	08	N	1			51.45	84	84
	326	1066	290	08	N	2			.53	84	84
	326	1066	290	08	N	8			.52	84	84
	326	1066	295	00	N	9		152,328.22	360,136.57	83	85

6/03/87

9713

JOB COST SUMMARY
EA SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUR MO
	C09713	000		504	1000		
	C09713	000		504	1000		
	C09713	000		504			
	C09713	000		555	0521		
	C09713	000		555	0521		
	C09713	000		555			
	C09713	000					
	C09713	000	010	001	0821		
	C09713	000	010	001	0821		
	C09713	000	010	001			
	C09713	000	010				
	C09713	000	900	504	0100		
	C09713	000	900	504	0100		
	C09713	000	900	504			
	C09713	000	900	550	1000		
	C09713	000	900	550	1000		
	C09713	000	900	550			
	C09713	000	900				
	C09713	000	901	001	7363		
	C09713	000	901	001	7363		
	C09713	000	901	001			
	C09713	000	901				
	C09713	000	940	001	8221		
	C09713	000	940	001	8221		
	C09713	000	940	001			
	C09713	000	940	551	8214		
	C09713	000	940	551	8214		
	C09713	000	940	551			
	C09713	000	940				

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

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         JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER                                      PAGE        9
   PAYROLL CHARGES ARE LOADED

      CREW        MSA              CURRENT                  BALANCE TO
IL   NUMBER      FIELD              MONTH                      DATE

      1000
      1000                                   .00                        18.00
                                             .00                        18.00

                                             .00                        18.00

      0521                                   .00                         3.43
      0521                                   .00                         3.43

                                             .00                         3.43

                                             .00                        21.43

      0821                                   .00                        94.97
      0821                                   .00                        94.97

                                             .00                        94.97

                                             .00                        94.97

      0100                                   .00                        18.00
      0100                                   .00                        18.00

                                             .00                        18.00

      1000                                   .00                         6.60
      1000                                   .00                         6.60

                                             .00                         6.60

                                             .00                        24.60

      7363                                   .00                        81.90
      7363                                   .00                        81.90

                                             .00                        81.90

                                             .00                        81.90

      8221                                   .00                        19.47
      8221                                   .00                        19.47

                                             .00                        19.47

      8214                                   .00                       131.00
      8214                                   .00                       131.00

                                             .00                       131.00

                                             .00                       150.47

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6/03/87

JOB COST SUMMARY
EA[illegible]BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CU M
	C09713	000					
	C09713	000					
	C09713	001		306	1000		
	C09713	001		306	1000		
	C09713	001		306			
	C09713	001		349	1000		
	C09713	001		349	1000		
	C09713	001		349			
	C09713	001					
	C09713	001	900	001	1083		
	C09713	001	900	001	1083		
	C09713	001	900	001			
	C09713	001	900				
	C09713	001					
	C09713	001					
	C09713	010		300	2100		
	C09713	010		300	2100		
	C09713	010		300			
	C09713	010		306	0521		
	C09713	010		306	0521		
	C09713	010		306			
	C09713	010					
	C09713	010	900	598	0521		
	C09713	010	900	598	0521		
	C09713	010	900	598			
	C09713	010	900				
	C09713	010					
	C09713	010			1000		

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

```
      JOB COST SUMMARY                                                      PAGE      10
 BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
   PAYROLL CHARGES ARE LOADED

       CREW       MSA             CURRENT                    BALANCE TO
IL    NUMBER     FIELD             MONTH                        DATE

                                              .00                       373.37

                                              .00                       373.37

       1000                                   .00                       130.00-
       1000                                   .00                       130.00-

                                              .00                       130.00-

       1000                                   .00                       684.46
       1000                                   .00                       684.46

                                              .00                       684.46

                                              .00                       554.46

       1083                                   .00                        82.02
       1083                                   .00                        82.02

                                              .00                        82.02

                                              .00                        82.02

                                              .00                       636.48

                                              .00                       636.48

       2100                                   .00                       728.85
       2100                                   .00                       728.85

                                              .00                       728.85

       0521                                   .00                        58.18
       0521                                   .00                        58.18

                                              .00                        58.18

                                              .00                       787.03

       0521                                   .00                    35,062.77
       0521                                   .00                    35,062.77

                                              .00                    35,062.77

                                              .00                    35,062.77

                                              .00                    35,849.80

       1000                                   .00                     1,002.41    ***
RES
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6/03/87

JOB COST SUMMARY
E SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CUR MO
	C09713	010			1000		
	C09713	010					
	C09713	010					
	C09713	010					
	C09713	010					
	C09713	011		001	0521		
	C09713	011		001	0521		
	C09713	011		001			
	C09713	011		300	2100		
	C09713	011		300	2100		
	C09713	011		300			
	C09713	011		336	1010		
	C09713	011		336	1010		
	C09713	011		336			
	C09713	011		341	1010		
	C09713	011		341	1010		
	C09713	011		341			
	C09713	011					
	C09713	011	050	001	0500		
	C09713	011	050	001	0500		
	C09713	011	050	001			
	C09713	011	050				
	C09713	011	900	598	0521		
	C09713	011	900	598	0521		
	C09713	011	900	598			
	C09713	011	900				
	C09713	011	901	001	0521		
	C09713	011	901	001	0521		

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

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     JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
   PAYROLL CHARGES ARE LOADED

      CREW      MSA               CURRENT                BALANCE TO
AIL  NUMBER    FIELD               MONTH                    DATE

      1000                                   .00           1,002.41     ***

                                             .00           1,002.41     ***

                                             .00           1,002.41     ***

                                             .00           1,002.41     ***

                                             .00          36,852.21

      0521                                   .00               8.74
      0521                                   .00               8.74

                                             .00               8.74

      2100                                   .00           2,331.98
      2100                                   .00           2,331.98

                                             .00           2,331.98

      1010                                   .00             243.00
      1010                                   .00             243.00

                                             .00             243.00

      1010                                   .00             172.36
      1010                                   .00             172.36

                                             .00             172.36

                                             .00           2,756.08

      0500                                   .00             273.96
      0500                                   .00             273.96

                                             .00             273.96

                                             .00             273.96

      0521                                   .00          35,062.77-
      0521                                   .00          35,062.77-

                                             .00          35,062.77-

                                             .00          35,062.77-

      0521                                   .00              15.85
      0521                                   .00              15.85

TURES
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6/03/87

JOB COST SUMMARY
EA/ JOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CU M
	C09713	011	901	001			
	C09713	011	901	341	1010		
	C09713	011	901	341	1010		
	C09713	011	901	341			
	C09713	011	901				
	C09713	011					
	C09713	011			1000		
	C09713	011			1000		
	C09713	011					
	C09713	011					
	C09713	011					
	C09713	011					
	C09713	021			1000		
	C09713	021			1000		
	C09713	021					
	C09713	021					
	C09713	021					
	C09713	021					
	C09713						

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

JOB COST SUMMARY
/[illegible]JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
			.00	15.85	
	1010		.00	369.81	
	1010		.00	369.81	
			.00	369.81	
			.00	385.66	
			.00	31,647.07-	
	1000		.00	343,945.85	***
	1000		.00	343,945.85	***
			.00	343,945.85	***
			.00	343,945.85	***
			.00	343,945.85	***
			.00	312,298.78	
	1000		.00	84,271.14	***
	1000		.00	84,271.14	***
			.00	84,271.14	***
			.00	84,271.14	***
			.00	84,271.14	***
			.00	84,271.14	
			.00	434,431.98	

TURES

5

Form 734-3106 9713

Job No

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for NE 90TH AVE. - NE 94 TH AVE. 1X-9822(8)

Made by G 2-20, 1987 Checked by ...., 19...... Backchecked by ...., 19

TOTAL CONST. COST	$434,431.98 ~~434,373.80~~
LESS SEWER OVERSIZE	(12,480.00)
PLUS P.E. COST	51,559.11
TOTAL	$473,511.09 ~~473,452.91~~
CITY SHARE : 65% of $473,~~452.91~~ 511.09 = Total Federal Funds	(~~$307,744.39~~) 307,782.21
COUNTY SHARE	$165,728.88 ~~165,708.52~~

6-3-87

cc: Diane Galida

jc 9713   cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

6-12-86

REGION NO. 10	**REPORT NO.** 2	**COUNTY** Multnomah	**DIVISION** Oregon
DATE OF REPORT 6-12-86	**REPORT MADE BY** T. P. Lowe, Area Engineer		**PROJECT NO.** IX-9822(8)
COMPLETION DATE (Actual) 6-22-84	**ACCEPTANCE DATE BY CONRTACT AGENCY** 9-18-85	**TIME ELAPSED** 100 %	**CONTRACT TIME** Comp. Date 6-30-84

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

90TH AVE TO 94TH AVE. (PORTLAND)
FAU 9822 - (E. BURNSIDE ST.)
Grading, Paving and Sewer

This project for the complete reconstruction of the pavement structure including curbs, sidewalks and landscaping.

The City of Portland administered a construction contract through agreement with the State.

The final cost was $431,000. The authorization as revised was $411,000. The final costs included approximately $38,000 in construction engineering above the 15% limitation.

- TPL -

RECEIVED
STATE HWY ENGR
JUN 17 '86
REFER TO Fredrickson
FOR
Info | Invs | R/D | D R | Sign

cy 6/18

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		**SIGNATURE** G. K. Hossner	
TITLE Area Engineer	**DATE** 6/16/86	**TITLE** Field Operations Engineer	**DATE** 6/16/86

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED

9713

N

September 23, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9713

Contract No. 9713 awarded to Copenhagen Utilities & Construction Inc. for work on the 90th Avenue-94th Avenue (Portland) Section of E. Burnside Street in Multnomah County was completed on January 26, 1985 and accepted by the State Highway Division on September 18, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 30, 1985.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

FKN:arc

cc: Copenhagen Utilities & Construction Inc.
P.O. Box 429
Clackamas, OR 97015

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

NOTED ON CARD
9-23-85 ac

1113

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 5, 1985

In Reply Refer to
File No.:
CON 5

TO: Oregon Transportation Commission

cc 3 D

FROM: E. S. Hunter for
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
90th Ave.-94th Ave. (Portland) Section
City Street (E. Burnside), Multnomah County
Contract No. 9713

pulled

This federal-aid Interstate Transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $22,250 or 5.4 percent. The authorization was increased by action of the Commission at the meeting of June 19, 1984 due to additional landscaping work and repair of weak spots encountered in the subgrade material.

The current overrun is composed entirely of construction engineering charges. Completion of the project has delayed by a major revision in the landscaping plan and by extremely adverse weather conditions. The project ran for nine months rather than the three months specified in the contract, and additional inspection and monitoring costs were incurred during this time period. Further costs were also incurred in researching and analyzing a large number of requests for adjustment of the contract time, and of the contactor's claims for additional compensation.

There are sufficient funds available in the category of work and the overrun results in approximately $34,800 being ineligible for federal participation.

I recommend that the authorization be increased by $22,250 to a new total of $432,908.30. This matter will be on the consent calendar for the September 17 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 17, 1985

O.B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
90th Ave.-94th Ave. (Portland) Section
City Street (E. Burnside), Multnomah County
Contract No. 9713

This federal-aid Interstate Transfer project has been completed and it is now apparent that the final cost will exceed the project authorization by $22,250.00 or 5.4 percent. The authorization was increased by action of the Commission at the meeting of June 19, 1984 due to additional landscaping work and repair of weak spots encountered in the subgrade material.

The current overrun is composed entirely of construction engineering charges. Completion of the project was delayed by a major revision in the landscaping plan and by extremely adverse weather conditions. The project ran for nine months rather than the three months specified in the contract, and additional inspection and monitoring costs were incurred during this time period. Further costs were also incurred in researching and analyzing a large number of requests for adjustment of the contract time, and of the contractor's claims for additional compensation.

There are sufficient funds available in the category of work and the overrun results in approximately $34,800.00 being ineligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $220,400.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

NOTED
W. E. SCHWARTZ

Attach.

cc: E. L. Hardt
~~Brett Kesterson~~ Frank S. Buehler
Mike Smith
B. M. Walton
D. L. Trout

RECEIVED
STATE HWY ENGR
AUG 30 '85
REFER TO

FOR

Info	Inves	R/D	O/H	Sign	Act	File

81-125-1387

77L3

August 6, 1985

PRO

Grace Crunican
Transportation Revenue Coordinator
Room 702
1120 SW 5th Street
Portland, OR 97204-1972

Dear Grace:

Here is a copy of the Final Voucher for preliminary engineering on the N.E. 90th Ave.-N.E. 94th Ave. Section of E. Burnside St. As we agreed on April 3, 1985, the federal share for P.E. on the voucher is 85 percent.

The attached letter of July 27, 1983 to Multnomah County from Jerry Markesino outlines the procedure for allocating costs on the project.

I will meet with our Accounting Section prior to submittal of the construction final voucher to assure compliance with your agreement with the County.

Very truly yours,

Gary E. Zehner
Urban Programs Coordinator
Program Section

GEZ:pf
Attachment

cc: Ted Spence, Metro Region
Jan Peterson

bcc: Gary A. Potter
Donald L. Trout

726-1032
426-1948

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg. - Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 3-9-82
TO 8-2-83

FEDERAL AID PROJECT NO.
IX-9822(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
44,573.57	44,573.57	85%	37,887.54	37,887.54	0.00
6,985.54	6,985.54	85%	5,937.71	5,937.71	0.00
51,559.11	51,559.11	85%	43,825.25	43,825.25	0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	5/3/85	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NE 90th-NE 94th Ave. (Burnside-Portland) Section **City Street in Multnomah County**					
	Preliminary Engineering					
	Type Code PE					
	Work by City of Portland	All Required			44,573.57	
	State	All Required			6,590.51	
	Total Participating Preliminary Engineering				51,164.08	
	Misc. project Cost					
	Audit Expense	All Required			395.03	
	Total Participating Project Cost				51,559.11	
	Prepared based on Participating Costs as shown on the Federal Billing as of 5-9-85					
	AMOUNT CARRIED FOR RD					

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

July 27, 1983

Larry F. Nicholas, P.E.
County Engineer
Department of Environmental Services
Multnomah County
2115 SE Morrison Street
Portland, Oregon 97214

Attention: Bebe Rucker

Re: E. Burnside, 90th to 94th Project

Dear Bebe:

On July 20, 1983, the City executed the agreement on the Burnside project. A City contract number has not yet been assigned since the agreement is still on the signature circuit. However, after all signatures are obtained and the contract number is assigned, I will initiate a request for the reimbursement of $5,955 for the PE work already completed.

The project has been scheduled for bid opening on August 25, 1983. Since we will not submit the 65% advance deposit of local match, ODOT will not let the contract immediately. However, because of the time constraints imposed by soon to arrive rainier season, it is essential that we let the contract and begin construction as soon as possible.

I propose that we complete the review of the bids, select the low bid contractor, estimate the appropriate cost shares and deposit the required funds by not later than September 2, 1983. Please review the following proposed procedure to allocate the cost shares:

Assumed Low Bid -	$300,000
Contingency (4-1/2%)	13,500
Const. Engineering (9%)	27,000

Total Const. Cost	$340,000	
Less - Sewer Oversize (1)	15,500	
Net Const. Cost	$325,000	
Plus-Assumed Total PE Cost	39,700	55% [illegible]
Total Project Cost	$364,700	
Then:		
City Share (65%)	$237,055	36% [illegible]
County Share (35%)	127,645	

July 27, 1983

Larry F. Nicholas, P.E.
County Engineer
Department of Environmental Services

County Project Share	$127,645
Less PE Deposit	5,955
Net County Balance	$121,690

The net County balance, based upon these assumed figures, is the amount that the County needs to deposit into the Local Government Investment Pool (LGIP). This amount needs to be deposited into account number 4690, City of Portland.

The City has made available $237,055 in FAIX obligational authority to cover its share of the PE and construction costs. The City, through the Bureau of Sanitary Engineering, will deposit $15,500 (assumed amount) into the LGIP to cover the cost of the non-participating sewer oversizing.

With respect to the 85/15 ratio of Federal and Local match, the project will appear overmatched. I intend to adjust this by declaring a portion of the project as non-participating, as follows:

Net Construction Cost -		$325,000
City FAIX (Const.- 85%)	$203,310	
County Match (Const.15%)	35,878	
Subtotal	$239,118	
Plus - Non-participating share paid by County	+ 85,812	
Total	$325,000	

237,055
33,745 PE (85%)
203,310

Please review this proposed process and let me know if it is acceptable.

Sincerely,

Jerry

Jerry Markesino, P.E.
Transportation Program Manager

JM:jw

c: Don Coville
✓ Gary Zehner, ODOT

9713

726-1935
426-1948

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg. - Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 3-9-82
TO 8-2-83

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9822(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

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51,559.11	51,559.11	85%	43,825.25	43,825.25	0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
5/3/85

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

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	State	All Required			6,590.51	
	Total Participating Preliminary Engineering				51,164.08	
	Misc. project Cost					
	Audit Expense	All Required			395.03	
	Total Participating Project Cost				51,559.11	
	Prepared based on Participating Costs as shown on the Federal Billing as of 5-9-85					
	AMOUNT CARRIED FORWARD					

```
                                                                                       FISCAL         GRAND TOTAL
     DESCRIPTION                          PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE     TO DATE

                                                                                                                   STATE
 HOLLYWOOD DISTRICT TRANS PROJ CONT NO         FA PROJ NOS X10 9326006 100 X10 9326006
                                   426    1943      598      00 N 9                   49,913.10CR     218,131.04CR
                                   426    1943      903      00 P 1                    1,782.06       170,000.00
                                   426    1943      903      00 P 2                   48,131.04        48,131.04
                                                    TOT      P1                        1,782.06       170,000.00
                                                    TOT      P2                       48,131.04        48,131.04
                                                    TOT      N9                       49,913.10CR     218,131.04CR
                                                 ** JOB TOTALS **           **              **               **

                                                                                                                   STATE
 SELLHOOD NEIGHB TRAF DIVERS N CONT NO         FA PROJ NOS X10 0000037 100
                                   426    1944      598      00 N 9                                    17,804.00CR
                                   426    1944      903      00 P 1                                    17,804.00
                                                    TOT      P1                                        17,804.00
                                                    TOT      N9                                        17,804.00CR
                                                 ** JOB TOTALS **           **              **               **

                                                                                                                   STATE
 SE PRTLD SIG MOD-1C LOC        CONT NO      * FA PROJ NOS X1  000C017 100
                                   426    1945      598      00 N 9                                     1,424.37CR
                                   426    1945      903      00 P 1                                     1,424.37
                                                    TOT      P1                                         1,424.37
                                                    TOT      N9                                         1,424.37CR
                                                 ** JOB TOTALS **           **              **               **

                                                                                                                   STATE
 SE 242ND AV/STARK TO DIVISION CONT NO       * FA PROJ NOS X10 9877004 100
                                   426    1946      598      00 N 9                                    12,466.47CR
                                   426    1946      903      00 P 1                                    12,466.47
                                                    TOT      P1                                        12,466.47
                                                    TOT      N9                                        12,466.47CR
                                                 ** JOB TOTALS **           **              **               **

                                                                                                                   STATE
 R/W RELOC ASSIS ADVIS SV       CONT NO        FA PROJ NOS I   4058036 100
                                   426    1947      598      00 N 9                                    22,802.32CR
                                   426    1947      903      00 P 1                                    22,802.32
                                                    TOT      P1                                        22,802.32
                                                    TOT      N9                                        22,802.32CR
                                                 ** JOB TOTALS **           **              **               **

                                                                                                                   STATE
 E BURNSIDE/90TH TO 94TH        CONT NO      * FA PROJ NOS X10 9822006 100
                                   426    1948      598      00 N 9                   13,133.96CR      37,887.54CR
                                   426    1948      903      00 P 1                   13,133.96        37,887.54
                                                    TOT      P1                       13,133.96        37,887.54
                                                    TOT      N9                       13,133.96CR      37,887.54CR
                                                 ** JOB TOTALS **           **              **               **
```

DESCRIPTION	CONT NO	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
NE 90TH-NE 94TH	CONT NO	* FA PROJ NOS X10 9822006 100							STATE
	726	1935	296	00	N 9 Tr. St.	63.15	275.99CR	7,050.64CR	
	726	1935	297	00	N 9 " Co.		33.28	1,112.93	
	726	1935	298	00	N 9 " Fcd	63.15CR	242.71	5,937.71	
	726	1935	901	00	P 1 Proj. Mgr.	74.29CR	128.85CR	1,087.46	
	726	1935	905	00	P 1 Fin. Des.		161.24CR	1,092.55	
	726	1935	910	00	P 1 Reg. Geol.			69.26	
	726	1935	913	00	P 1 R/W Liais.			108.08	
	726	1935	915	00	P 1 Audit			395.03	
	726	1935	918	00	P 1 Loc.			151.43	
	726	1935	920	00	P 1 Prog. Sec.			574.31	
	726	1935	921	00	P 1 Specs		112.31CR	2,082.82	
	726	1935	922	00	P 1 Adm. Serv.			25.50	
	726	1935	923	00	P 1 Env. Sec.			34.61	
	726	1935	932	00	P 1 R/W Utility Engr.		31.59CR	106.68	
	726	1935	933	00	P 1 Surfacing Des. Engr.			1,257.81	
			TOT		P1	74.29CR	433.99CR	6,985.54	
			** JOB TOTALS **			74.29CR**	433.99CR**	6,985.54 **	
BNRR XING @ NW 21 PORTLAND	CONT NO	FA PROJ NOS RRS 9311002 100							STATE
	726	1936	296	00	N 9		3.53CR	506.81CR	
	726	1936	298	00	N 9		3.53	506.81	
	726	1936	905	00	P 1			112.96	
	726	1936	920	00	P 1			19.11	
	726	1936	932	00	P 1		4.18	431.05	
			TOT		P1		4.18	563.12	
			** JOB TOTALS **			**	4.18 **	563.12 **	
NW PORTLAND INT IMPROV(22)	CONT NO	FA PROJ NOS X10 0000045 100							STATE
	726	1937	296	00	N 9		384.06CR	548.56CR	
	726	1937	298	00	N 9		384.06	548.56	
	726	1937	901	00	P 1			115.92	
	726	1937	911	00	P 1		442.50	442.50	
	726	1937	920	00	P 1			86.95	
			TOT		P1		442.50	645.37	
			** JOB TOTALS **			**	442.50 **	645.37 **	
SW 6TH PVE - SW 4TH AVE CONNE	CONT NO	* FA PROJ NOS X10 9345001 100							STATE
	726	1938	296	00	N 9		5,753.94CR	12,307.47CR	
	726	1938	298	00	N 9		5,753.94	12,307.47	
	726	1938	901	00	P 1		9.04	2,321.42	
	726	1938	902	00	P 1			4.70	
	726	1938	905	00	P 1		66.00	2,155.94	
	726	1938	906	00	P 1			357.49	
	726	1938	907	00	P 1			1.80	

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06/13/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
726-1930	1#	M -000C-021 APPR-436	18,996.36	20,418.30	21,542.71	88.18	18,996.36	18,996.36		
726-1931	1	TOR -1008-001 APPR-780	239,000.00	233,621.52	233,621.52	100 00	233,621.52	233,621.52		
726-1932	1#	XI -0000-042 APPR-823	12,492.25	14,000.45	14,696.77	85.00	12,492.25	12,492.25		
726-1933	1#	X10 -9877-004 APPR-772	6,377.13	7,502.51	7,502.51	85.00	6,377.13	6,377.13		
726-1934	1	RRP -9300-005 APPR-139	1,400.00	1,573.20	1,573.20	90.00	1,415.88	1,398.49	15.88 B	1 51
726-1935	1	X10 -9822-006 APPR-580	5,937.71	6,985.54	6,985.54	85.00	5,937.71	5,937.71		
726-1936	1	RRS -9311-002 APPR-138	900.00	563.12	563.12	90.00	506.81	506.81		
726-1937	1	X10 -0000-045 APPR-580	4,845.00	645.37	645.37	85.00	548.56	548.56		
726-1938	1#	X10 -9345-001 APPR-580	12,307.47	14,479.38	14,479.38	85.00	12,307.47	12,307.47		
726-1939	1#	X10 -0000-048 APPR-580	88,470.29	98,565.65	104,082.69	85.00	88,470.29	88,470.29		
726-1940	1#	X10 -000C-025 APPR-580	41,577.72	46,262.87	48,914.97	85.00	41,577.72	41,577.72		
726-1941	1	X10 -0000-044 APPR-580	85,000.00	215.65	215.65	85.00	183.30	174.90		8.40
726-1942	1	X10 -9326-011 APPR-580	31,714.00	30,868.49	30,868.49	85.00	26,238.22	26,222.56		15.66
726-1943	1	X10 -9398-002 APPR-580	11,050.00	3,727.46	3,727.46	85.00	3,168.34	3,137.05		31.29
726-1944	1	X10 -0000-049 APPR-580	7,735.00	5,645.07	5,645.07	85.00	4,798.31	4,798.31		
726-1945	1	X10 -9956-013 APPR-580	11,900.00	5,054.91	5,054.91	85.00	4,296.67	4,265.36		31.31
726-1946	1#	X10 -0000-051 APPR-580				85.00				
726-1947	1	X10 -9300-009 APPR-580	35,020.00	20,441.62	20,214.77	85.00	17,182.55	17,052.93		129.62
726-1948	1	X10 -9960-001 APPR-580	15,300.00	22,830.13	22,830.13	85.00	19,405.61	15,300.00	4,105.61 B	
726-1949	1	BWM -0000-054 APPR-461	61,500.00	36,302.03	36,302.03	100.00	36,302.03	36,302.03		
726-1950	1#	RRS -9302-004 APPR-138	366.68	407.42	407.42	90.00	366.68	366.68		
726-1951	1	RRS -000S-012 APPR-138	1,800.00	111.72	111.72	90.00	100.55	100.55		
726-1952	1#	RRS -000S-011 APPR-138	104.18	137.97	115.75	90.00	104.18	104.18		
726-1953	1#	X10 -0000-057 APPR-178	98,320.10	109,461.11	115,670.70	85.00	98,320.10	98,320.10		
726-1954	1#	X10 -9776-004 APPR-178		97.79		85.00				
726-1955	1#	X10 -9837-001 APPR-178	1,743.19	2,050.81	2,050.81	85.00	1,743.19	1,743.19		

801
BILLING NUMBER 48

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06/13/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	9#			1,424.37-						
426-1945		PREFIX TOTALS	1,424.37		1,424.37		1,424.37	1,424.37		
426-1946	1#	X10 -9877-004 APPR-722	12,466.47	12,466.47	12,466.47	100.00	12,466.47	12,466.47		
	9#			12,466.47-						
426-1946		PREFIX TOTALS	12,466.47		12,466.47		12,466.47	12,466.47		
426-1947	1	I -4058-036 APPR-042	22,802.32	22,802.32	22,802.32	100.00	22,802.32	22,802.32		
	9			22,802.32-						
426-1947		PREFIX TOTALS	22,802.32		22,802.32		22,802.32	22,802.32		
426-1948	1	X10 -9822-006 APPR-580	37,887.54	37,887.54	37,887.54	100.00	37,887.54	37,887.54		
	9			37,887.54-						
426-1948		PREFIX TOTALS	37,887.54		37,887.54		37,887.54	37,887.54		
426-1949	1	X10 -0000-025 APPR-580	60,000.00	60,000.00	60,000.00	100.00	60,000.00	60,000.00		
	2	X1 -0000-025 APPR-823	90,000.00	70,392.97	70,392.97	100.00	70,392.97	70,392.97		
	9			130,392.97-						
426-1949		PREFIX TOTALS	150,000.00		130,392.97		130,392.97	130,392.97		
426-1950	1	X10 -9883-001 APPR-580	124,027.00	88,455.30	88,455.30	100.00	88,455.30	88,455.30		
	9			88,455.30-						
426-1950		PREFIX TOTALS	124,027.00		88,455.30		88,455.30	88,455.30		
426-1951	1	X10 -0000-045 APPR-580	28,155.00	10,722.67	10,722.67	100.00	10,722.67	10,722.67		
	9			10,722.67-						
426-1951		PREFIX TOTALS	28,155.00		10,722.67		10,722.67	10,722.67		
426-1952	1	X10 -9956-013 APPR-580	106,250.00	50,899.99	50,899.99	100.00	50,899.99	50,899.99		
	9			50,899.99-						
426-1952		PREFIX TOTALS	106,250.00		50,899.99		50,899.99	50,899.99		
426-1953	1	X10 -9398-002 APPR-580	197,880.00	93,977.53	93,977.53	100.00	93,977.53	93,977.53		
	9			93,977.53-						
426-1953		PREFIX TOTALS	197,880.00		93,977.53		93,977.53	93,977.53		

2713

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9822(8)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-14-85

4. PROGRAM NO.

5. ITEM NO. 20050

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/15/83	8. FEDERAL ROUTE NUMBER FAU 9822	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

90th Avenue - 94th Avenue (Burnside Street) Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/15/83 as requested in Mr. Fredrickson's letter of 1/7/85 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No. 3 representing work performed by City of Portland Forces is approved for a TEC of $1,200; Federal Funds $1,020.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/15

14. DATE 1/14/85	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9713

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9822(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-17-84

4. PROGRAM NO.

5. ITEM NO. 20050

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/11/84	FAU 9822	City Street

10. GENERAL LOCATION:

NE 90th Avenue - NE 94th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 12/6/84 I approve the revised Preliminary Engineering costs to a TEC of $52,045; Federal Funds $44,238.

(Increase TEC $10,045; Federal Funds $8,538 Appn Code 580)

The subject project has a PS&E date of 8/3/83 with contract completion date of 6/30/84. Preliminary Engineering charges should be submitted in a more timely manner.

RECEIVED
STAT. HWY ENGR
DEC 19 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
12/19

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/17/84		for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9715

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: December 6, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20050
Project No. IX-9822(6)
NE 90th Ave.-NE 94th Ave. (Portland)
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated December 15, 1983.

Approval of this request will involve an increase of $10,045.00 in total cost and obligation of $8,538.00 in Federal funds with revised financing as follows:

	TEC	FF	%
Present	$ 52,045.00	$ 44,238.00	85
Previous	42,000.00	35,700.00	
Difference	$ 10,045.00	$ 8,538.00	

RHZ:bkb
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
Karen Bunk (Metro)
Wayne Schulte (Metro)
Gary Zehner
Shirley Williams

9713

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1984

In Reply Refer to
File No.:
CON 5

Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, OR 97015

Time Extension Request
90th-94th Ave. (Portland)
Contract No. 9713
FAP No. IX-9822(8)

Your requests (numbered 11 through 17) for additional contract time in which to complete the above project have been carefully reviewed. A contract time adjustment of an additional 91.5 calendar days is granted for completion of phase "a" of this contract due to the altered work performed under Price Agreements 8, 9, 10 and 11.

The adjusted contract time of completion for phase "a" of this contract is June 22, 1984. The specified contract time of completion of phase "b" remains unaltered as June 30, 1984. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Mike Smith w/att.
Frank S. Buehler w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

BRYANT JACKMOND
Contract Administration Engineer

DATE: October 4, 1984

Marion Craft
M: MARION CRAFT
Metro Region Construction Engineer

JECT: 90th AVE.-94th AVE. (PORTLAND) SECTION
East Burnside Street
Contract 9713

Attached are time extension requests 11 through 17 for this job. Requests 1 through 10 have been submitted and acted on, with 14 1/2 days granted for the 10 requests.

The project was awarded on September 7, 1983, and the day count started on September 19, 1983. There were two times set up for the job. Under "a" all work to be done under the contract except Class "C" asphalt concrete paving and plant establishment period work was to be completed not later than November 30, 1983. Under "b" all work to be done under the contract except plant establishment period was to be completed not later than June 30, 1984.

A summary of the requests submitted is as follows:

Req. No.	Days Req.	PM Rec.	Reg. Rec.	Granted
1	6	0	0	0
2	3	0	0	0
3	2 1/2			0
4	2	1	1	2
5	1 1/2	1	1	1 1/2
6	1 1/2	0	0	0
7	1 1/2 or4			3
8	1	1	1	1 1/2
9	2 1/2	4	4	5 1/2
10	1	1/2	1/2	1
Granted to date				14 1/2
11	1	1	1	
12	8 or 5	1	1	
13	18	19	19	
14	1/2	0	0	
15	2	0	0	
16	10	10	10	
17	?	59	59	

10-9-84
W.E. Schwartz —
Liquidated damages are not enforcible under phase "a" since landscape work other than establishment was to be completed by 11-30-83 and the landscape work was revised by P.A. Nos. 8, 9, 10 and 11. P.A. No. 11 was issued on 5-31-84. All work for both "a" and "b" was completed on 6-22-84. All other time requests are meaningless. I therefore recommend a time extension of 91½ calendar days for completion of phase "a" due to the altered work done under P.A. 8, 9, 10 and 11

C-B Jackmond

RECEIVED
OCT 05 1984
CONSTRUCTION SECTION
CE___ CAE___ LS___ TC___
COE___ OM___ SA___ CC___
CA___ FE___
CAM___ MA___
CP___ QCS___
EEO___ FILE___

9713

FORM 81-734-3001 OREGON STATE HIGHWAY DIVISION **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION E. 90th Ave. to E. 94th Ave (Portland)	WEEK ENDING September 22, 1984 SECTION PREFIX 326-1065
	HIGHWAY E. Burnside Street	COUNTY Multnomah
NAME OF JOB	KIND OF WORK	
CONTRACTOR Copenhagen Utilities and Const., Inc.	CONTRACT NUMBER 9713	FEDERAL AID PROJECT NUMBER IX-9822(8)
DATE OF CONTRACT September 7, 1983	DATE WORK STARTED September 16, 1983	ESTIMATED COMPLETION DATE Nov. 30, 1983 - A June 30, 1984 - B
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 363,858.30	SPECIFIED COMPLETION DATE A. Nov. 30, 1983 B. June 30, 1984	PERCENT OF TIME ELAPSED Contractor has accumulated 101 excess days
EXCLUSIVE OF ENGINEERING: $ 335,006.10	ENGINEERING AUTHORIZATION $ 28,852.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 335,000.00	ENGINEERING COST TO DATE $ 52,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 180 %	DATE PROJECT WAS COMPLETED: June 22, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Landscaping	
100%	100%	100%	100%	100%		100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16				
MONDAY 17				
TUESDAY 18	Clear			
WEDNESDAY 19				
THURSDAY 20				
FRIDAY 21				
SATURDAY 22				

RECEIVED
SEP [illegible] 1984
CONSTRUCTION SECTION
F
LS ..... TC .....
SA ..... CC .....
FE .....
MA .....
QCS .....
FILE .....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	----
MONDAY 17	N/A
TUESDAY 18	Inspection of second third of establishment period. Next weekly at end of 3rd establishment period.
WEDNESDAY 19	N/A
THURSDAY 20	N/A
FRIDAY 21	N/A
SATURDAY 22	----

REMARKS

SIGNED Frank J Buehler LOCATION City of Portland

Frank Buehler, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9713

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 22, 1984

In Reply Refer to
File No.:
CON 5

Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, OR 97015

Time Extension Request
90th - 94th Ave. (Portland)
Contract No. 9713
FAP No. IX-9822(8)

Your requests #5, #6, #8, #9 and #10 for additional contract time on the above project have been carefully reviewed.

Request #5 is for 1-1/2 calendar days due to removal of extra thickness of asphaltic concrete pavement. This request is granted. Request #6 is for 1-1/2 calendar days due to a partial work suspension while awaiting a change order approval. This request is denied since the delay was concurrent with request #9. Request #8 is for 1 calendar day due to utility delay. A time adjustment of 1-1/2 calendar days is granted for this request. Request #9 is for 2-1/2 calendar days due to an overrun in embankment quantities. A time adjustment of 5-1/2 calendar days is granted for this request. Request #10 is for 1 calendar day due to work performed under Price Agreement No. 5. This request is granted.

In summary, a contract time adjustment of an additional 9-1/2 calendar days is granted for completion of phase "a" of this contract. The completion time for phase "b" of this contract is unaltered by this adjustment.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager Frank Buehler.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Mike Smith w/att.
Frank S. Buehler w/att.
FHWA w/att.
Bruce Walton - NOTE: 1-1/2 C.D. is FHWA non-participating.

STATE OF OREGON
HIGHWAY DIVISION-METRO REGION

INTEROFFICE MEMO

TO: Marion Craft
Metro Region Construction Engineer

DATE: August 9, 1984

FROM: M. B. Smith
Liaison Consultant

SUBJECT: Contractors Request For Adjustment
Of Contract Time - 90th-94th Avenue
East Burnside, Contract 9713

I have reviewed the attached "Contractors Request For Adjustment Of Contract Time" and the Project Manager's recommendations. I concur with his recommendation to grant 7½ additional workdays.

MBS:se

Attachments

Sent 8-13-84

CC: Bryant Jackmond - with original attachments.

The project manager for the City of Portland has done a good job of analyzing these time extension requests, and I concur in his 7½ day recommendation.

Marion Craft
8-14-84

8-21-84
W.E. Schwartz -

I concur with Region and Project Manager except conversion of P.M. recommendation from workdays to calendar days indicates an extension of 9½ calendar days is warranted.

O. B. Jackmond

CK...... CAE...... RECEIVED LB...... TC......
COE...... DM...... BA...... CC......
CA...... AUG 14 1984 FE......
CAM...... MA......
CP...... CONSTRUCTION SECTION OCB......
EEO...... FILE......

129-1207

DATE: June 8, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
90th Ave.-94th Ave. (Portland) Section
FAU 9822 (E. Burnside St.), Multnomah County
Contract No. 9713

This Interstate Transfer project is approximately 80 percent finished with completion anticipated in June, 1984. It now appears that the final cost will exceed the project authorization by $46,800 or 12.9 percent.

In order to minimize future maintenance costs, it was necessary to revise the landscaping plan. This revised plan involved additional quantities of general excavation, shrub plantings and related bid items. In addition, there were price agreements for aggregate backfill, extra clearing, removal and mobilizations, and for extra landscaping items. These added more than $25,000 to the cost of the project.

Treatment of weak spots which developed in the subgrade was required in order to provide sufficient strength to carry the loads anticipated under traffic. The weak spots were strengthened by subexcavating and backfilling with additional quantities of cement treated base material. This work added nearly $6,500 to the cost of the project.

Construction engineering costs were increased by amounts required to produce the revised landscape plan and to properly inspect and monitor the additional work items.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $46,800 to a new total of $410,658.30. This matter will be on the consent calendar for the June 19 meeting.

HHP:cb sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

OK
HBC

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 7, 1984

FROM: C. D. Fredrickson
for O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT:
Request for Increase in Project Authorization
90th Ave.-94th Ave. (Portland) Section
FAU 9822 (E. Burnside St.), Multnomah County
Contract No. 9713

This Interstate Transfer project is approximately 80 percent finished with completion anticipated in June, 1984. It now appears that the final cost will exceed the project authorization by $46,800.00 or 12.9 percent.

In order to minimize future maintenance costs, it was necessary to revise the landscaping plan. This revised plan involved additional quantities of general excavation, shrub plantings and related bid items. In addition, there were price agreements for aggregate backfill, extra clearing, removal and mobilizations, and for extra landscaping items. These added more than $25,000.00 to the cost of the project.

Treatment of weak spots which developed in the subgrade was required in order to provide sufficient strength to carry the loads anticipated under traffic. The weak spots were strengthened by sub-excavating and backfilling with additional quantities of cement treated base material. This work added nearly $6,500.00 to the cost of the project.

The number of manholes required to complete the project was underestimated when the project was prepared for bidding, and plans therefore did not indicate sufficient quantities. Construction of the proper number of manholes added $6,000.00 to the cost of the project.

Construction engineering costs were increased by amounts required to produce the revised landscape plan and to properly inspect and monitor the additional work items.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $46,800.00 to a new total of $410,658.30. This matter will be on the consent calendar for the June 19 meeting.

OBJ:HHP:cb

Attach.

cc: E. L. Hardt F. S. Buehler
B. M. Walton W. F. Cobine

Contains Recycled Materials

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

CM MRE OS PPM CE
TOS RECEIVED ME
[illegible] PDM
CSA Metro Region TAM
PA EM BUD LM

Expected Overrun of Project Authorization

Project 90th Ave. to 94th Ave. (Portland) Section Date

Highway E. Burnside Street Contract No. 9713

County Multnomah Kind of Work Grading, Paving, Sewer Contractor Copenhagen Utils.

	Authorized	Estimated	Approx. Change
Contract Amount	309,480.00	348,700	+39,200
Anticipated Items	11,100.00	2,100	- 9,000
Contingency (4½%)	14,426.10 ~~14,462.10~~	15,858.30 ~~15,800~~	+ 1,300
Engineering	28,852.20	44,000	+15,200
Credits			
PROJECT COST	363,858.30	410,658.30 ~~410,600~~	+46,700
NET INCREASE $		46,800.00 ~~44,741.17~~	OR 12.9 ~~12.8~~ %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) B.I. 13 General Excavation	$ 24,180	$ +4715
(C) B.I. 16 Granular Trench Backfill Material	16,542	+1206
(C) B.I. 20 Cement Treated Base Mixture	35,960	+6460
(C) B.I. 23 Class "B" Asphalt Concrete	19,236	+1876
(C) B.I. 24 Class "C" Asphalt Concrete	21,700	+1400
(C) B.I. 33 Concrete Manholes	24,000	+6000
(C) B.I. 43 Furnish and Plant Shrubs	8,048	+1616
(U) P.A. 5 1"-0" Aggregate Fill	1,938	+1900
(U) P.A. 18 Extra Mobilization, Clearing and Removals	5,284	+5284
(U) P.A. 10 Extra Landscaping Items	11,841	+11,841
(A) Temporary Erosion Control	0	-5000
(A) Temporary Signs	0	-1000
(A) Permanent Signing	1100	-1300
(U) Engineering	44,000	+15,148

Principal reasons for overruns (Continue on reverse side): Typographical error in number of manholes, isolated soft spots treated with extra thick CTB, over excavation from pavement removal alone, revised landscaping plan providing sufficient plant materials and other items for thorough treatment of all landscape areas.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by
Resident Engineer

Noted by L. D. Fredrickson
Construction ~~or Bridge~~ Engineer

Confirmed by Marion Cupp /p
Regional Engineer

Noted by
Deputy or State Highway Engineer

SP*69727-734

ROAD DESIGN-HIGHWAY

DES 16

Warren Richards
Cost Engineer

May 10, 1984

Merlyn A. Anderson
Merlyn Anderson
Landscape Architect

Price Agreement #10
90th Ave.-94th Ave. (Portland) Section
E. Burnside St.
Multnomah County
Contract No. 9713

PAU ITEM NO. - 3010A: Bark mulch at $132.25 per unit is reasonable. Average of the bids for 1983 was $121.73 per unit. Bids generally range between $110.00 to $140.00 per unit.

PAU ITEM NO. - 3010B: Seeding, fertilizing, mulching and weed control at $1,176.12 for approximately ½ acre is acceptable. Seeding and mulching bids for quantities of one acre or less are generally between $1,000 an $1,200.00 (which does not include the Tri-Mec weed control being used on this project).

PAU ITEM NO. - 3010D: $4.08 each for English Ivy in gallon containers is an acceptable price. Average of the three low bids in 1983 for furnishing and planting shrubs (two-gallon containers) was $6.75. There is approximately $2.00 difference between the cost of a one-gallon and two-gallon Ivy plant at the nursery wholesale price.

MA:mg

7715

Tony copy to Gary Zenner
Karen Bunik
Ted

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

January 25, 1984

OM MRE OE E
TOS RECEIVED ME
US JAN 26 1984 PDM
CSA Metro Region TAM
SO PA EM BUD LM

BEBE RUCKER
Multnomah County Dept. of
Environmental Services
Bldg. 412/225

RE: E. Burnside, 90th to 94th

Dear Bebe,

According to Ted Spence's letter of January 11th, it appears that our joint project has had some minor problems which have increased the construction cost estimate. The combination of several circumstances have caused a total project cost increase of $8,500. However, in my discussion with our Project Manager, he feels that this is only a temporary problem. The contractor is currently paying liquidated damages and the final measurement and payment will be less than estimated. Therefore, the final cost of the project will probably be less than the original construction estimate developed when the contract was awarded. The increase of $8,500 can be assumed to be only temporary and will be refunded when the project is closed out.

Here are a few examples of why the construction cost has increased:

A. Soft subgrade required additional excavation and replacement with CTB ($7,000).

B. Inclement weather has extended the construction schedule due to several calendar-day-count suspensions.

C. Widening of the temporary travel lanes has been necessary to assure motorist safety.

D. Price agreement No. 3, agreed to by Larry Nicholas, provides for an overlay from 94th east to the bridge structure (170') (area of sewer trench).

E. Overexcavation of old RR ballast rock was necessary on part of the project due to its poor roadbed characteristics.

F. One force order was directed by the project manager to eliminate flooding problems caused by the abnormal rainfall in November.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JAN 30 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

6

Again, the cost increase needed at this time should only be temporary. The ODOT system only recognizes the project cost increases, not the anticipated decreases. Therefore, upon project closeout, this temporary increase will most probably be refunded.

I propose that we provide the additional $8,500 in the following manner. The City will cover 65% of the increase by adding $5,525 of FAIX funds. The County share should be increased by $2,957 75 (35% x $8,500).

If the above explanation and cost allocation is acceptable, please make an additional deposit of $2,975 to the LGIP. Or, if you have the FAIX authority, transfer that same amount to Portland's FAIX account. If you have any questions, please call me at 796-7170.

Sincerely,

Jerry Markesino

Jerry Markesino
Transportation Program Manager

cc: Ted Spence
Frank Buehler

JM/am

January 24, 1984

CON

Copenhagen Utilities & Const., Inc.
P.O. Box 429
Clackamas, Oregon 97015

Time Extension Requests #3, #4 and #7
90th Ave.-94th Ave. (Portland)
Contract No. 9713
FAP No. IX-9822(8)

Your requests #3, #4 and #7 for additional contract time in which to complete the above project have been carefully reviewed and are responded to as follows:

Request No. 3: This request was for an additional 2 1/2 days in which to complete phase "a" of the project due to incorrect instructions given to your supplier of precast manholes concerning the need for shop drawings.

The incorrect shop drawing instructions were corrected the same day by the Project Manager and he was informed at that time that the decision not to pour the bases was that of the supplier, and was not imposed by the City of Portland inspector. The bases were poured the following day. Therefore, the project was not delayed by the incorrect shop drawing instruction, and this request for additional contract time is denied.

Request No. 4: This request was for an additional two calendar days in which to complete phase "a" of the project due to delays resulting from unknown underground utility line conflicts. Since Reasonable efforts were made to contact utility companies prior to commencing pipe ecavation work, and since the project appears to have been delayed 1 1/2 workdays by these conflicts, a contract time adjustment of two calendar days is granted for phase "a" of the project.

Request No. 7: This request was for an additional four calendar days in which to complete phase "a" of the project due to the late adjustment of a Northwest Natural Gas line.

Project records indicate this delay to have been two workdays, and therefore a contract time adjustment of an additional three calendar days is granted for completion of phase "a" of the project.

In summary, Request No. 3 is denied; Request No. 4 is granted; and Request No. 7 is partially granted. The adjusted contract time for completion of phase "a" of the project is extended by five calendar days to a new specified completion date of December 5, 1983. The specified contract completion date of June 30, 1984 for phase "b" of the project remains unchanged.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager Frank Buehler.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Mike Smith w/att.
Frank Buehler w/att.
FHWA w/att.
Bob Church (Note: This extension is N-P)

STATE OF OREGON **INTEROFFICE MEMO**

TO: MARION CRAFT
Metro Region Construction Engineer

DATE: January 6, 1984

FROM: M. B. SMITH
Liaison Consultant

SUBJECT: CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME
CONTRACT 9713

CE
CAE
FOE
QCS
SCS
FEO
RECEIVED
JAN 10 1984
CONSTRUCTION SECTION
OM
CA
LS
TC
FE
CP

Attached find "Contractor's Request for Adjustment of Contract Time" numbers 3, 4, and 7. Numbers 3 and 7 are related and are covered by one recommendation by the Project Manager.

I have reviewed all three contractor requests and the Project Manager's recommendations and concur with the Project Manager's recommendation, one day for the combined request numbers 3 and 7, and one day for request number 4.

"Contractor's Request for Adjustment of Contract Time" numbers 5 and 6 are being held by the Project Manager pending further investigation.

1-16-84

W. E. Schwartz -

I concur that request #3 be denied. The Project Mgr. recommended one workday for request #4 and it appears that this may have been as much as 1½ workday (2 calendar days). The Project Mgr. acknowledges a 2 workday delay for request No. 7, but recommends one day since there was a concurrent delay caused by the contractor. Concurrent delays are excusable and must be granted to the contractor. This results in 2 W.D X 1.4 = 3 calendar days I recommend for #7.

O. B. Jackmond

MBS/cp

CC: Bryant Jackmond - with original attachments.

I agree with the one day extension for submittals 3 + 7, and on day for submittal 4, as described in Frank Buehler's analysis.

Marion Craft

81-125-1367

9713

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 11, 1984

In Reply Refer To
File No

BEBE RUCKER
Multnomah County
2115 SE Morrison
Portland, OR 97214

JERRY MARKESINO
City of Portland
1120 SW 5th
Portland, OR 97204

FUNDING OF OVERRUN ON
90th Avenue-94th Avenue Section
East Burnside Street Project

Gary Zehner has informed me that the actual cost, excluding the sewer oversizing work for the subject project is as follows:

1) Preliminary engineering: $52,045 Total Funds, (Available Federal Funds $35,699 resulting in $16,346 required in local funds.)

2) Construction: $348,148 Total Cost ($218,901 available in Federal funds, resulting in a requirement of $129,247 in local funds.)

The total in local funds required for the project is $145,593. As of this date the County has submitted to the State $137,093. This results in a net shortfall on the project for all phases of $8,500.

I do not have a copy of the Multnomah County and City agreement for funding this shortfall. Would you please sort this through and respond to myself or Gary Zehner.

It is my understanding from discussions that the Interstate Transfer funds available to the project are set by the City/County agreement.

ORIGINAL SIGNED BY
THEODORE A. SPENCE

THEODORE A. SPENCE
Plan & Program Manager

cc: Gary Potter
Gary Zehner

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ✓
JAN 12 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

734-1880

January 3, 1984

CON

Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, Oregon 97015

Time Extension Request
90th Ave.-94th Ave. (Portland) Section
E. Burnside Street
Contract No. 9713
FAP No. IX-9822(8)

Your two requests for adjustment of contract time on this project have been carefully reviewed.

Request No. 1: This request is for an additional six calendar days under pahse (a) of the contract due to failure of the State and/or its representatives to act promptly in carrying out obligations and duties, contract specification 108.09(b). Specifically, the six calendar days requested is allegedly due to failure of the State to promptly award the contract.

Bids were received and opened on August 25, 1983. The contract was awarded to you on September 7. The contract and bond, prepared for execution, were submitted to you on September 8, fourteen days after the date that the proposals were opened. Standard Specification 103.08 for this contract states, in part: ". . .in the event more than 20 days elapse between the date on which the proposal is opened and the date on which the contract and bond, prepared and ready for execution, are submitted to the contractor, consideration will be given by the Division to the granting of an extension of the time allowed the contractor for completion of the work to cover and offset any delay in work completion actually occasioned by said elapse of more than 20 days."

Your request for additional contract time due to late contract award is denied.

Request No. 2: This request is for an additional three calendar days under phase (a) of the contract due to failure of the State and/or its representatives to promptly process and consent to a subcontract.

The subcontract in question was delivered to the Project Manager in midafternoon, Friday, September 9, 1983. It was received in the Salem Construction office on Wednesday, September 14. In late afternoon on Thurdsay, September 15, you requested verbal subcontract consent. Verbal subcontract consent was obtained and given to you on Friday, September 16.

There was no failure of the State and/or its representatives to act promptly in this matter and your request for additional contract time is denied.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Frank S. Buehler.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Mike Smith w/att.
Frank Buehler, City of Portland w/att.

STATE OF OREGON **INTEROFFICE MEMO**

TO: MARION CRAFT
Metro Region Construction Engineer

DATE: December 8, 1983

FROM: M. B. SMITH
Liaison Consultant

SUBJECT: 90th Ave.-94th Ave.
E. Burnside
Contract 9713
Contractor's Request for Adjustment
of Contract Time

Attached find two ~~copies of~~ Requests for Time Extension on subject contract. I have reviewed both contractor's requests and project manager's recommendations and concur with the project manager in denying additional time on both requests.

CE
CAE
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OCS
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EEO
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DEC 9 1983
CONSTRUCTION
SECTION
LS
TC
FS
CP

MBS/cp
Attachments

12-23-83

W. E. Schwartz –

I concur with Region & Project Manager that these two requests be denied. The first request is based on a claimed "late contract award". Although the Project Manager did not reference the correct contract provision (Sect. 103.08), he arrived at the correct recommendation to deny the request. The second request is based on a claimed delay by the State in processing a subcontract. I concur with the P.M. that the state acted promptly.

CC: Bryant Jackman with original attachments.

I agree with Fred Bubbe (City of Portland Project manager) and Mike Smith's recommendation that no time is warranted.

Marion Craft
12-8-83

81-125-1367

9713

J

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO:
Ted Spence
Metro Region

DATE: December 27, 1983

FROM:
Gary A. Potter, Manager
Program Section

SUBJECT:
Request for Additional Federal Funds
N.E. 90th-N.E. 94th Ave. Sec.
Project No. IX-9822(6)
E. Burnside Street
Multnomah County

As indicated on the attachments, the estimated total cost and Federal funds required exceed the funds approved by the Metropolitan Service District on the subject project. Would you please take appropriate action to obtain MSD approval for the additional funds or advise as to what action is necessary to fund the increase.

CL:bkb
Attachments

cc: G. Zehner ✓
K. Bunk

1-4-84
increases in total
cost will be non-part.
& will be paid by Mult. Co.
E

81-125-1387

9713

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO

PRO 6

TO: D. E. Swan
Program Control Engineer

DATE: December 15, 1983

FROM: Frank E. Terpin
Location Engineer

SUBJECT: N.E. 90th-N.E. 94th Avenue
E. Burnside (FAU 9822)
Multnomah County
Prefix 726-1935
IX-9822(6)

The final preliminary engineering costs to develop the subject project exceed the present authorization. To assist you in requesting supplemental federal funding, we offer the following comments:

A more complicated storm sewer design was requested by the City than was originally anticipated. This caused additional funds to be spent by function 903 (Local Government). The costs for other functions were adjusted to reflect their current expenditures.

The final preliminary engineering costs are $52,045.

Attached is an itemization by Preliminary Engineering function.

FET:RTN:ja

Attachment

$52,045 – @ 85% = $44,238 –

cc/enc. Ted Spence
Don Berg

Tip		Need	
Re. =	$35,699 +	$44,238 –	+ 8,539 –
Const =	218,901 –	295,926 –	+ 77,025 –
	$254,600 –	$340,164 –	+ 85,564 –

55% = 44,238 –

[illegible] SECTION
PROJECT UNIT
83
PROGRAM UNIT

81-125-1387

IX- 9822(6)

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA				REVISED AUTHORIZATION REQUESTED		
901	Project Manager	$	1	000		$	1	220
902	Citizens Involvement							
903	Local Government		34	700			45	000
904	Consultants Fees							
905	Final Design			800			1	260
906	Bridge Design			400				
907	Preliminary Design							
909	R/W Descriptions							
910	Region Geology			500				70
911	Traffic Section			500				
912	Landscape Department							
913	R/W - Liaison							110
914	Region Utility Liaison			300				
915	Audit Services							
916	Photogrammetry							
918	Location							150
920	Program Management			100				575
921	Specifications		2	200			2	200
922	Adm Services (Engineering)			100				25
923	Environmental Section			300				35
924	DOT-Planning							
925	Air Monitoring							
926	Structural Foundations							
927	Bridge Design for Counties							
932	R/W Utility Engineer							140
933	Surfacing Engineer		1	100			1	260
934	Chief Geologist							
935	Soils Engineer							
936	Region Traffic							
937	Hydraulics							
938	Region Environmental							
949	Urban Studies Unit							
950	Training Courses							
955	Employee Reloc. Assistance							
960	Personal Leave							
961	Administrative Leave							
980	Public Hearing Charges							
985	EEO Monitoring Expense							
		$	42	000		$	52	045

SECTION: NE 90th - NE 94th Ave.

HIGHWAY: E. BURNSIDE (FAU 9822)

COUNTY: MULTNOMAH

PREFIX: 726-1935

12/13/83

5

9713 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9822(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

11-1-83

4. PROGRAM NO.

5. ITEM NO. 20050

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/20/83

8. FEDERAL ROUTE NUMBER FAU 9822

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

90th Avenue - 94th Avenue (Burnside Street) Section

11. GENERAL DESCRIPTION OF WORK

Repalce mercury vapor lights with sodium vapor units

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/20/83 as requested in Mr. Keasey's letter of 10/26/83 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 2 representing work to be performed by Portland General Electric is approved for a TEC of $300 Federal Funds $255.

RECEIVED
STATE HWY ENGR
NOV 9 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 11/9

14. DATE 11/1/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9713 5

September 30, 1983

Copenhagen Utilities & Construction, Inc.
P. O. Box 429
Clackamas, OR 97015

CON 5
#9713

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No, 9713 for work on the 90th Avenue-94th Avenue (Portland) Section of FAU 9822 (East Burnside Street) in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Enclosure

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Kaasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Mike Smith

Copenhagen Utilities & Construction, Inc.

CU&C

Contractors
& Engineers

13600
Ambler Road
Clackamas,
Oregon 97015

P.O. Box 429

Portland,
503 654-3104

3180
Meadow Lane
Eugene,
Oregon 97402
503 688-9211

August 30, 1983

State of Oregon
Office of Commission Services, Rm 121
State Transportation Building
Salem, Oregon

Attn: Kay Turner, E. E. O. and Labor Manager

Re: 90 Ave - 94th Ave. (Portland) #9713.
Grading, Paving and Sewer Project

Pursuant to the Supplemental Required Contract Provisions, we are giving you a list of the M.B.E. and W.B.E. companies who we intend to have participate in this contract.

1. Kaspac Corporation (M.B.E.)
   (Portland Office) P O Box 2178
   Portland, Or 97202 (503) 231-0652
   Tom Lown, Manager
   (Main Office) P. O. Box 80306, Seattle, Wa., 98108
   Participation: Temporary Striping Bid Item #9 @ $6,495.00
2. Niemeyer, Darrell & Julie (W.B.E.)
   5614 N. Detroit
   Portland, Or 97217 (503) 285-2027
   Participation: Providing Dump trucks on an hourly rental; minimum participation $3,100.00
3. Salt & Pepper Construction (M.B.E.)
   9015 N Hamlin
   Portland Or 97217
   Adolph Evans 289-3512
   Participation: Providing Dump trucks on an hourly basis; Minimum participation $9,000.00

I expect the rental trucking to exceed the figures shown but that amount will not be known until the end of the project.

Sincerely,

COPENHAGEN UTILITIES & CONSTRUCTION, INC.

Robert C Heiberg

Robert C. Heiberg
RCH/cm

RECEIVED
AUG 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9713 3

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-223	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Multnomah Project No. IX-9822(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

90th Ave.-94th Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-83	0.210
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 348,150.00	$ 295,926.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 9-26-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 21, 1983

Federal-Aid Project No. IX-9822(8)

90th Ave.-94th Ave. (Portland)
E. Burnside City Street
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1+90 to Sta. 13+00

Mobilization		All Required		$ 24,766.00
Temporary Protection and Direction of Traffic		All Required		3,045.00
Temporary Signs	152	Sq. Ft.	10.00	1,520.00
Temporary Barricades, Type II	14	Each	20.00	280.00
Temporary Barricades, Type III	4	Each	120.00	480.00
Temporary Plastic Safety Markers	55	Each	50.00	2,750.00
Temporary Amber Flasher	8	Each	300.00	2,400.00
Temporary Striping		All Required		6,820.00
Flagmen	700	Hour	20.00	14,000.00
Clearing and Grubbing		All Required		2,012.00
Removal of Structures and Obstructions		All Required		3,064.00
Fill Abandoned Sewer	7	Cu. Yd.	98.00	686.00
General Excavation	3,893	Cu. Yd.	5.00	19,465.00
Trench Excavation	2,300	Cu. Yd.	7.00	16,100.00
Foundation Stabilization	209	Cu. Yd.	14.00	2,926.00
Granular Trench Backfill	1,704	Cu. Yd.	9.00	15,336.00
Furnishing and Placing Topsoil		All Required		3,647.00
Aggregate Base	150	Ton	9.00	1,350.00
Aggregate Base, 3/4"-0, 2" Thick	337	Sq. Yd.	3.00	1,011.00
Cement Treated Base Mixture	2,950	Ton	10.00	29,500.00
Portland Cement in CTB Mixture	165	Ton	69.00	11,385.00
Asphalt in Seal		All Required		1,235.00
Class "B" Asphalt Concrete	620	Ton	28.00	17,360.00
Class "C" Asphalt Concrete	725	Ton	28.00	20,300.00
8" Concrete Sewer Pipe	459	Lin. Ft.	7.00	3,213.00
10" Concrete Sewer Pipe	77	Lin. Ft.	10.00	770.00
15" Concrete Sewer Pipe	54	Lin. Ft.	16.00	864.00
21" Concrete Sewer Pipe	583	Lin. Ft.	17.00	9,911.00
24" Concrete Sewer Pipe	161	Lin. Ft.	22.00	3,542.00
27" Concrete Sewer Pipe	592	Lin. Ft.	29.00	17,168.00
Extra for Pipe Under Pavement	354	Lin. Ft.	8.00	2,832.00

3/4"-0 Bedding Material	139	Cu. Yd.	12.00	1,668.00
Concrete Manholes	6	Each	3,000.00	18,000.00
Concrete Inlets, Type "P"	13	Each	322.00	4,186.00
Concrete Inlets, Type "P-2"	2	Each	437.00	874.00
Concrete Inlets, Field	2	Each	406.00	812.00
Concrete Walks	1,224	Sq. Yd.	12.00	14,688.00
Concrete Driveways	211	Sq. Yd.	13.00	2,743.00
Concrete Curbs, Type C	2,013	Lin. Ft.	3.00	6,039.00
Extra for Asphalt Approaches	297	Sq. Yd.	2.00	594.00
Filling Abandoned Manholes	6	Each	195.00	1,170.00
				$ 290,512.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 700.00
Temporary Erosion Control	All Required		5,000.00
Credit for Nonparticipating * Culvert Pipe Upgrading	All Required		(13,197.00)
			$ (7,497.00)
		Subtotal	$ 283,015.00
		Engineering	38,207.00
		Total	$ 321,222.00

* See attachment. Prices will be revised after bids are received.

Type Code Y003
Landscaping

Furnish and Plant Trees	56	Each	157.00	$ 8,792.00
Furnish and Plant Shrubs	402	Each	16.00	6,432.00
Furnish and Plant Ground Cover	392	Each	3.50	1,372.00
Lawn Construction	5,930	Sq. Ft.	0.40	2,372.00
			Subtotal	$ 18,968.00
			Engineering	2,560.00
			Total	$ 21,528.00

Length of Roadway	0.210 mi.
Cost of Roadway Per Mile	$ 1,529,628.57

Work Retained in Program

Permanent Signing (Portland & Co.)	All Required	$ 2,400.00
Illumination (Light Relocation , PGE)	All Required	2,000.00
Temporary Signs (Portland)	All Required	1,000.00
		$ 5,400.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$ 321,222.00	$ 273,038.00	$ 48,184.00
Landscaping	21,528.00	18,298.00	3,230.00
Reserve	5,400.00	4,590.00	810.00
Total	$ 348,150.00	$ 295,926.00	$ 52,224.00

Group 1	100%
Contract No.	9713
Prefix:	726-1935
Prefix:	326-1065

975

5

John Rose
& Memo to Multnomah County Treasurer

MULTNOMAH COUNTY OREGON RWM 9/6/83

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-5000

DENNIS BUCHANAN
COUNTY EXECUTIVE

September 6, 1983

Oregon State Treasury Department
Room 159 - Capitol Bldg.
Salem, OR. 97310

Gentlemen:

Enclosed is a limited power of attorney for State Local Government Investment Pool account "Multnomah County FAU Road Account 4640" for the purpose of creating a fund from which to pay Multnomah County's share of improvements related to FAU #9822, E. Burnside Street from SE 90th Avenue to SE 94th Avenue.

We have transferred $137,093 to this account upon instructions from the Oregon Department of Transportation.

Sincerely yours,

Robert W. McRae

Robert W. McRae, Jr.
Accounting Manager

RWM:im
Encl.

cc: Ore. State Hwy. Accounting

cc: Bebe
Leona

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
SEP 7 1983
AN. ASSIST. ______ PROGRAM UNIT ______
ER TO Zehner

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

MULTNOMAH COUNTY, OREGON, hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division with the Oregon State Treasurer.

MULTNOMAH COUNTY, OREGON, has deposited with the State of Oregon Investment Pool the sum of $ 137,093.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with E. Burnside Street from S.E. 90th Avenue to
Project Name

S. E. 94th Avenue. (FAU #9822)

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation, to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either, upon a voucher in a form acceptable to the custodians of the State Investment Pool, shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by the Chief Executive Officer of Multnomah County, Oregon, this 2nd day of September, 1983.

Dennis Buchanan
Dennis Buchanan
Executive Officer
Multnomah County, Oregon

APPROVED AS TO FORM:

JOHN B. LEAHY
County Counsel for
Multnomah County, Oregon

9713

August 25, 1983

PRO-ACC

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street &
  Structural Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

On August 25, 1983 we received a satisfactory bid (pending verification of satisfactorily meeting M.B.E. goals) from Copenhagen Utilities & Construction, Inc., 13600 Ambler Road, P.O. Box 429, Clackamas, Oregon 97015 for the 90th Avenue-94th Avenue Section of East Burnside Road.

As described in our Agreement No. 7654, we anticipate the cost of the project will be:

Contractor's Bid		$309,480.00
Anticipated Additional Items:		
Permanent Signing	$2,400	
Permanent Striping	700	
Temp. Erosion Control	5,000	
Illumination	2,000	
Temporary Signs	1,000	11,100.00
SUBTOTAL		$320,580.00
Less Non-Participating Sewer Oversize Costs		12,480.00
NET		$308,100.00
Contingencies (4 1/2%)		13,865.00
Engineering (9%)		27,729.00
NET CONST. COST		$349,694.00
Plus Preliminary Engineering Cost		42,000.00
TOTAL PROJECT COST		$391,694.00

Then, as outlined in the July 27, 1983 letter to Multnomah County from Jerry Markesino, the local share is computed as follows:

City Share (65%) Total Project Cost	$254,601.00
County Share (35%) Total Project Cost	$137,093.00
Total F.A. Project ($254,601 ÷ 85%)	$299,531.00
Less City FAI-X (85% of $299,531)	(254,601.00)
County Match (15% of $299,531)	$ 44,930.00
Plus Non-Participating Share (County)	92,163.00
Plus Sewer Oversize (City)	12,480.00
TOTAL LOCAL MATCH	$149,573.00

In complying with the City's request to expedite award of the contract, we will award when 1) M.B.E. goals are met, and 2) local match funds are deposited. Please deposit $149,573 in the Local Government Investment Pool.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN
for Gary A. Potter, Manager
Program Section

GEZ:pf

bcc w/AU # 83-76: Jon Rose, Metro Region
V. E. Skoog - Please return completed AU #83-76 when advance deposit is received.

Jan P. says
City share
Rec'd 9-1-83
County share
Rec'd 9-7-83
GZ
Contract awarded
Today (9-7-83)

rll 9713

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPRO L AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. See below 5

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. various

8-17-83

2A. COUNTY NAME See below

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/83

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
See Projects below

11. GENERAL DESCRIPTION OF WORK
Force Account and Extra Work - "Anticipated Items" as shown in "PS&E" Estimate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letters dated 8/19/83 for the following projects you are authorized to proceed with those items shown in your "PS&E" Estimate for each project "Anticipated Items" by State Forces and Extra Work as being cost effective.

The above authorization will not require any additional obligation of funds.

HES-27-1(10)
F-70(3)
HES-A333(1)
F-1(30)
IX-9822(8) 90th ave - 96th ave. (ptld.)
F-13(11)
F-86(5)
F-29(10)
IX-26(32)

F-2-3(11)
BRF-2-5(11)
IX-0000(53)
HES-27-2(13)
FG-21-2(15)
F-35(12)
HES-24(35)
BHF-2-1(19)
F-12(4)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to 8/31

14. DATE 8/19/83

15. SIGNATURE OF APPROVING OFFICIAL A. K Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

r11 9715

S

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9822(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME -Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20050

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/3/83

8. FEDERAL ROUTE NUMBER FAU 9822

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
90th Avenue - 94th Avenue (Burnside Street) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, pave and landscape

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Temporary Erosion Control

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's 8/2/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $328,790 Federal Funds $279,471.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
AUG 9 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to [illegible] 8/10

14. DATE 8/3/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9713

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

July 27, 1983

Larry F. Nicholas, P.E.
County Engineer
Department of Environmental Services
Multnomah County
2115 SE Morrison Street
Portland, Oregon 97214

Attention: Bebe Rucker

Re: E. Burnside, 90th to 94th Project

Dear Bebe:

On July 20, 1983, the City executed the agreement on the Burnside project. A City contract number has not yet been assigned since the agreement is still on the signature circuit. However, after all signatures are obtained and the contract number is assigned, I will initiate a request for the reimbursement of $5,955 for the PE work already completed.

The project has been scheduled for bid opening on August 25, 1983. Since we will not submit the 65% advance deposit of local match, ODOT will not let the contract immediately. However, because of the time constraints imposed by soon to arrive rainier season, it is essential that we let the contract and begin construction as soon as possible.

I propose that we complete the review of the bids, select the low bid contractor, estimate the appropriate cost shares and deposit the required funds by not later than September 2, 1983. Please review the following proposed procedure to allocate the cost shares:

Assumed Low Bid -	$300,000
Contingency (4-1/2%)	13,500
Const. Engineering (9%)	27,000
Total Const. Cost	$340,000
Less - Sewer Oversize (1)	15,500
Net Const. Cost	$325,000
Plus-Assumed Total PE Cost	39,700 (35% [illegible])
Total Project Cost	$364,700
Then:	
City Share (65%)	$237,055 (86% federal)
County Share (35%)	127,645

PROJECT UNIT
MAN. ASSIST. PROGRAM UNIT
REFER TO
FOR

County Project Share	$127,645
Less PE Deposit	5,955
Net County Balance	$121,690

The net County balance, based upon these assumed figures, is the amount that the County needs to deposit into the Local Government Investment Pool (LGIP). This amount needs to be deposited into account number 4690, City of Portland.

The City has made available $237,055 in FAIX obligational authority to cover its share of the PE and construction costs. The City, through the Bureau of Sanitary Engineering, will deposit $15,500 (assumed amount) into the LGIP to cover the cost of the non-participating sewer oversizing.

With respect to the 85/15 ratio of Federal and Local match, the project will appear overmatched. I intend to adjust this by declaring a portion of the project as non-participating, as follows:

Net Construction Cost -		$325,000
City FAIX (Const.- 85%)	$203,310	
County Match (Const.15%)	35,878	
Subtotal	$239,118	
Plus - Non-participating share paid by County	+ 85,812	
Total	$325,000	

237,055
33,745 PE(85%)
[illegible]

Please review this proposed process and let me know if it is acceptable.

Sincerely,

Jerry

Jerry Markesino, P.E.
Transportation Program Manager

JM:jw

c: Don Coville
✓ Gary Zehner, ODOT
Jon Rose

9113

J

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 27, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 20050
Project No. IX-9822(8)
90th Ave.-94th Ave. (Portland) Section
Multnomah County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 25, 1983.

Project concept is based on the March 1, 1982 letter to you from the Director of ODOT.

JLG:bkb
Attachments
cc: Ed Hardt (Metro)
Jon Rose (Metro)
Robin Brooks (Metro)
Gary Zehner w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval

FORM PR-1
(REV. 4-61)

U.S. DEPART
BUREA

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. July 27, 1983

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Street, E. Burnside (Portland)	ADT	PRESENT 10,600	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STAT CODE 41
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave, Lndscape	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX- NUMBER 9822 SEQ. NO. (8)
CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants-Hwy.	COUNTY NAME Multnomah	CODE 051						
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 9822	STATE City Street	U.S. ---				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City
5					PE							
5					ROW							
5					CONST (CODE) I000 Y003		"90th Ave.-94th Ave. (Portland) Section"	0.210	350,000	(Mt. Hood) 297,500	----	52,500
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	0.210	350,000	297,500	----	52,500

ROW-10
Access
Parkin
none.

PROGRAM APPROVAL DATES 9-25-81
3-01-83

REMARKS

Additional Data: Item No. 20050; Proj
No. IX-9822(6).

7261935

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO.

O.

FORM PR-1
(REV. 4-61)

July 27, 1983

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	Street, E. Burnside (Portland)		10,600	----	----	10	Oregon	41	178	20050

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
, H.T. Pave, Lndscape								IX-	9822	(8)		

RAL FUNDS
Interstate Transfer Grants-Hwy.

COUNTY NAME: Multnomah
CODE: 051

N AREA
Portland

ROUTE NO. U
FEDERAL-AID: 9822
STATE: City Street
U.S.: ---

PROGRAM STAGE
☐ 1 OR ☐ 2

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) I000 Y003		"90th Ave.-94th Ave. (Portland) Section"	0.210	350,000	(Mt. Hood) 297,500	----	52,500	ROW-100' min.; Access Control-none; Parking Restrictions-none.
PARED BY	JLG		PROJECT TOTALS	0.210	350,000	297,500	----	52,500	

GRAM APPROVAL DATES
9-25-81
3-01-83

REMARKS

Additional Data: Item No. 20050; Project No. IX-9822(6).

-over

Project Data: Work consists of 1) grade, drain and high-type pave a 48-foot curbed section accommodating 2 traffic lanes, parking on each side with 6-foot concrete walks adjacent to curbs; 2) furnish and plant trees and shrubs where directed; 3) adjust utilities as required; 4) incidentals common to this type of reconstruction.

Maintenance and Accommodation of Utilities: A State-City Agreement No. 7654 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed 6/9/82.

Data for PR-37:

I000 (Roadway) -------------------------- $ 325,000
Y003 (Landscaping) ---------------------- $ 25,000

Note: 1) Project is in Congressional District No. 3.
2) Included in MSD FY '83 AE/TIP on page 41, No. 50.

9113

Section 90TH AVE.-94TH AVE. (PORTLAND) Programming Estimate $ 310,000
Highway FAU 9822 (E. BURNSIDE ST.) Project Length 0.21 MILES
County MULTNOMAH Completion Time October 31, 1983 and June 30, 1984
Kind of Work GRADING, PAVING AND SEWER Est. Comp. Date
Prefix 726-1935-921 Letting Date AUGUST 25, 1983 Project No. IX-9822 (8)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 292,419.00

Anticipated Additional Items:	
Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing City of Portland/Multnomah Co.	2400.00 ✓
Permanent Pavement Striping (City of Portland)	700.00 ✓
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	5000.00
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Illumination (Light Relocation) P.G.E.	2000.00
Temporary Signs (City of Portland)	1000.00
Adjust Utilities:	

All City Match

I 000
y003 Landscaping

$ 11,100.00

G 8 walks

Non-Participating costs to be assessed to City as described in 4-18-83 letter.

Subtotal	$ 303,519.00
Contingencies (4-1/2%)	13,658.36
Engineering ~~(8,~~ 9, ~~10%)~~	27,316.71
Subtotal	$
Credit for	
Estimated Net Authorization, Construction	$ 344,494.07

Rec'd 7-27-83

APPROVED cc: Jon Rose

Road Design Engineer

Rev 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section 90TH AVE.- 94TH AVE. (PORTLAND) Section	County MULTNOMAH		Sheet 1 of 3
Kind of Work GRADING, PAVING, SEWER AND SEWER	Length 0.21 Miles	Date 7-14-83	Name VINCENT

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization		Lump Sum	All	—	8000^{00}
2.	Temporary Protection and Direction of Traffic		Lump Sum	All	–	4500^{00}
3.	Temporary Signs		SQ. Ft.	152	10^{00}	1520^{00}
4.	Temporary Barricades, Type II		Each	14	80^{00}	1120^{00}
5.	Temporary Barricades, Type III		Each	4	110^{00}	440^{00}
6.	Temporary Plastic Safety Markers		Each	55	50^{00}	2750^{00}
7.	Temporary Amber Flasher		Each	8	130^{00}	1040^{00}
8.	Temporary Striping		Lump Sum	All	–	2700^{00}
9.	Flagmen		Hour	700	10^{00}	7000^{00}
	ROADWORK					
10.	Clearing and Grubbing		Lump Sum	All	–	1200^{00}
11.	Removal of Structures and Obstructions		Lump Sum	All	–	3500^{00}
12.	Fill Abandoned Sewer		Cu. Yd.	7	100^{00}	700^{00}
13.	General Excavation		Cu. Yd.	3893	8^{00}	$31,144^{00}$
14.	Trench Excavation		Cu. Yd.	2300	6^{00}	$13,800^{00}$
15.	Foundation Stabilization		Cu. Yd.	209	10^{00}	2090^{00}
16.	Granular Trench Backfill		Cu. Yd.	1704	12^{00}	$20,448^{00}$
17.	Furnishing and Placing Topsoil		Lump Sum	All	—	1000^{00}
18.	~~Aggregate~~ Base		Ton	150	15^{00}	2250^{00}
19.	Aggregate Base, 3/4"-0, 2" Thick		SQ. Yd.	337	4^{00}	1348^{00}
20.	Cement Treated Base Mixture		Ton	2950	8^{00}	$23,600^{00}$
21.	Portland Cement in CTB Mixture		Ton	165	70^{00}	$11,550^{00}$
22.	Asphalt in Seal		Lump Sum	All	—	1500^{00}

734-1736 (8-81)

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section 90TH AVE. - 94TH AVE. (PORTLAND)	County MULTNOMAH		Sheet 2 of 3
Kind of Work GRADING, PAVING AND SEWER	Length 0.21 miles	Date 7-14-83	Name VINCENT

No.	Item	Code	Unit	Quant.	Unit Cost	Total
23.	Class "B" Asphalt Concrete Mixture		Ton	620	17.00	10,540.00
24.	Class "C" Asphalt Concrete Mixture		Ton	725	17.00	12,325.00
25.	Asphalt Cement in Mixture		Ton	80	170.00	13,600.00
26.	8" Concrete Sewer Pipe		Lin. Ft.	459	8.00	3672.00
27.	10" Concrete Sewer Pipe		Lin. Ft.	77	10.00	770.00
28.	15" Concrete Sewer Pipe		Lin. Ft.	54	15.00	810.00
29.	21" Concrete Sewer Pipe		Lin. Ft.	583	22.00	12,826.00
30.	24" Concrete Sewer Pipe		Lin. Ft.	161	25.00	4025.00
31.	27" Concrete Sewer Pipe		Lin. Ft.	592	30.00	17,760.00
32.	Extra for Pipe Under Pavement		Lin. Ft.	354	15.00	5310.00
33.	3/4"-0 Bedding Material		Cu. Yd.	139	10.00	1390.00
34.	Concrete Manholes		Each	6	1500.00	9000.00
35.	Concrete Inlets, Type "P"		Each	13	350.00	4550.00
36.	Concrete Inlets, Type "P-2"		Each	2	450.00	900.00
37.	Concrete Inlets, Field		Each	2	450.00	900.00
38.	Concrete Walks		Sq. Yd.	1224	14.00	17,136.00
39.	Concrete Driveways		Sq. Yd.	211	17.00	3587.00
40.	Concrete Curbs, Type C		Lin. Ft.	2013	3.50	7045.50
41.	Extra for Asphalt Approaches		Sq. Yd.	297	5.00	1485.00
42.	Filling Abandoned Manholes		Each	6	200.00	1200.00
43.	Furnish and Plant Trees		Each	56	180.00	10,080.00
44.	Furnish and Plant Shrubs		Each	402	20.00	8040.00
45.	Furnish and Plant Ground Cover		Each	392	1.00	392.00

734-1736 (8-81)

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section 90 TH AVE. – 94 TH AVE. (PORTLAND)	County MULTNOMAH	Sheet 3 of 7	
Kind of Work GRADING, PAVING AND SEWER	Length 0.21 miles	Date 7-14-83	Name VINCENT

No.	Item	Code	Unit	Quant.	Unit Cost	Total
46.	Lawn Construction		Sq. Ft.	5930	0^{35}	2075^{50}

734-1736 (8-81)

9713 7-12-83

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
2A	DRAINAGE DISTRICT MAP
2B-2D	DETAILS
2E	TEMP. PROTECTION & DIRECTION OF TRAFFIC
2F	LANDSCAPING
2G	SUMMARY
3-5	PLAN & PROFILES - STREET CONSTRUCTION
3A-5A	PLAN & PROFILES - SEWER CONSTRUCTION

DRAWING NOS.	
2077	CURB
2077B	SIDEWALK RAMP
2126C	TEMPORARY BARRICADES
S-6 S-12	TEMPORARY SIGNS

STATE OF ORE

DEPARTMENT OF TRA

STATE HIGHWAY

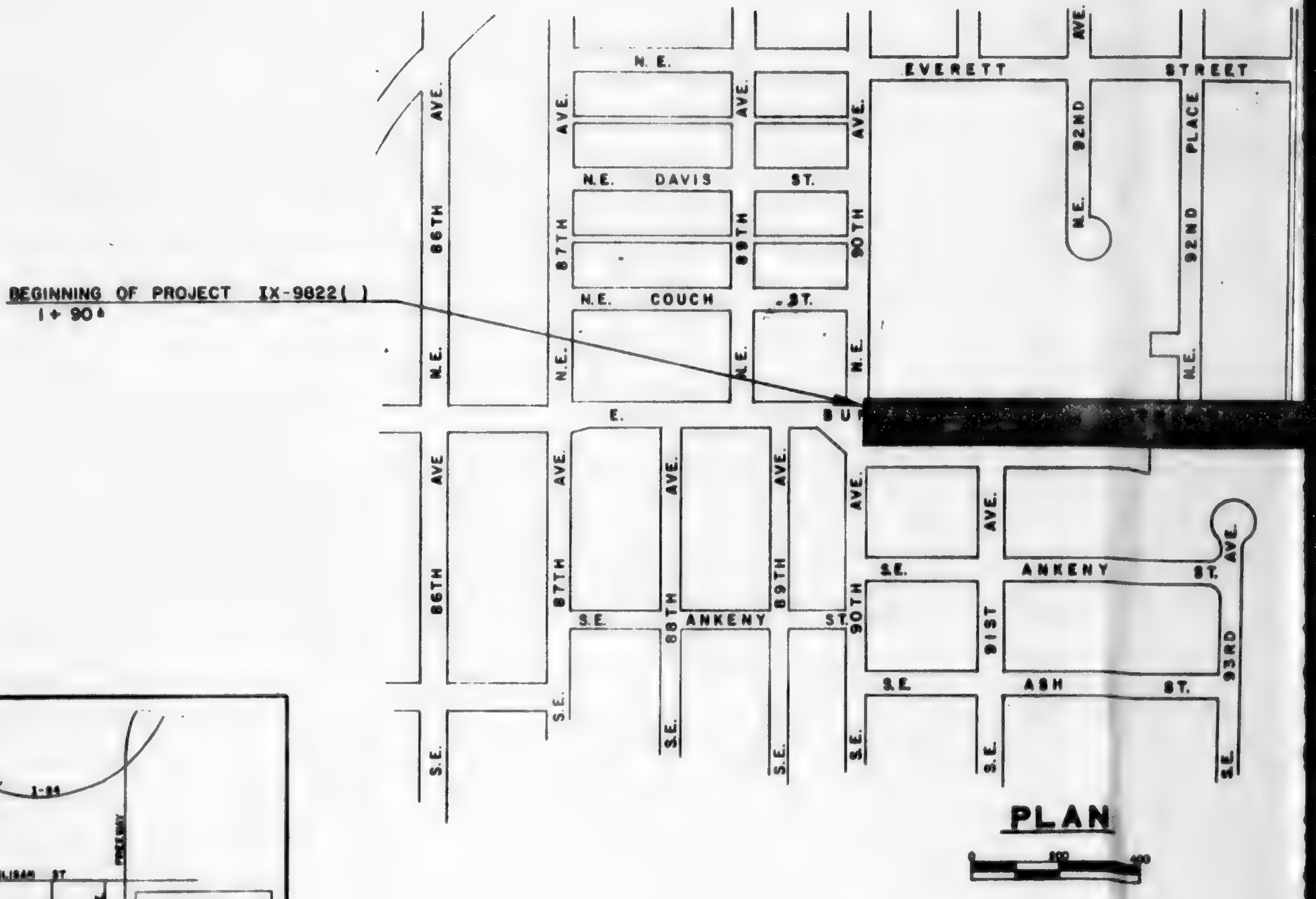
PLANS FOR PROPOSED P

GRADING, PAVING AND

90TH AVE. - 94TH AVE. (P

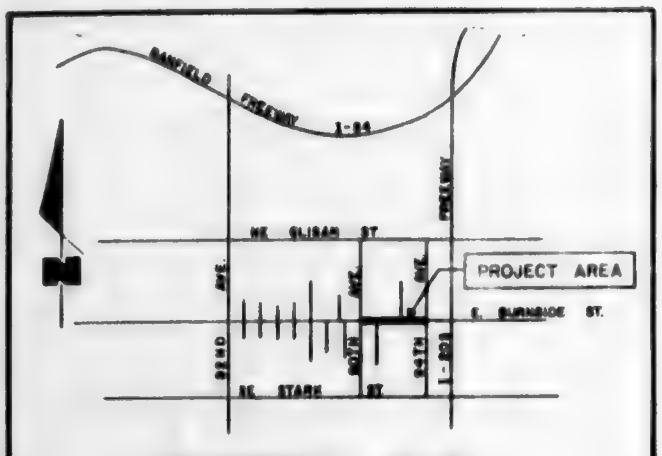
F.A.U. 9822 (E. BURN

MULTNOMAH COUN



BEGINNING OF PROJECT IX-9822( )
1+90±
N.E. EVERETT STREET
N.E. DAVIS ST.
N.E. COUCH ST.
E. BUR
S.E. ANKENY ST.
S.E. ASH ST.
N.E. 86TH AVE.
N.E. 87TH AVE.
N.E. 88TH AVE.
N.E. 90TH AVE.
N.E. 92ND AVE.
N.E. 92ND PLACE
S.E. 86TH AVE.
S.E. 87TH AVE.
S.E. 88TH AVE.
S.E. 89TH AVE.
S.E. 90TH AVE.
S.E. 91ST AVE.
S.E. 93RD AVE.
0
200
400

PLAN



BANFIELD FREEWAY I-84
FREEWAY
NE GLISAN ST
PROJECT AREA
E. BURNSIDE ST.
82ND AVE.
90TH AVE.
94TH AVE.
I-205
SE STARK ST
N

VICINITY MAP

NO SCALE

FORM NO 734-1782

90th Ave. - 94th Ave. (Portland) Section F.A.U. 9822 (E. Burnside Street) Multnomah County				Sheet No. 1
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON	IX-9822( )	1983	See Index

FAI-X

ATE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

ING, PAVING AND SEWER

H AVE. (PORTLAND) SECTION

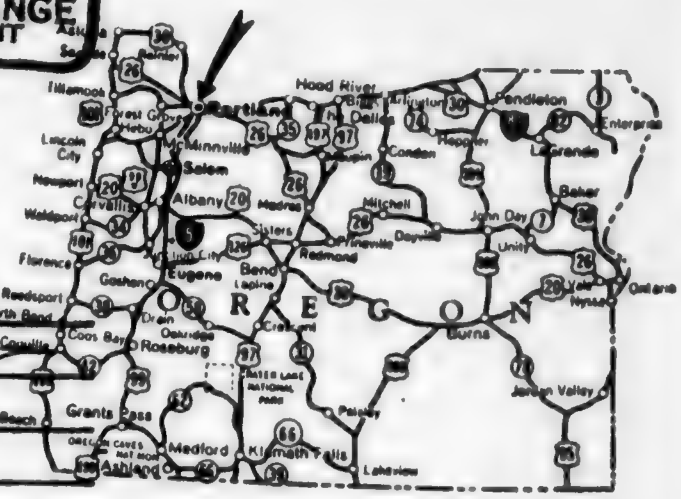
2 (E. BURNSIDE ST.)

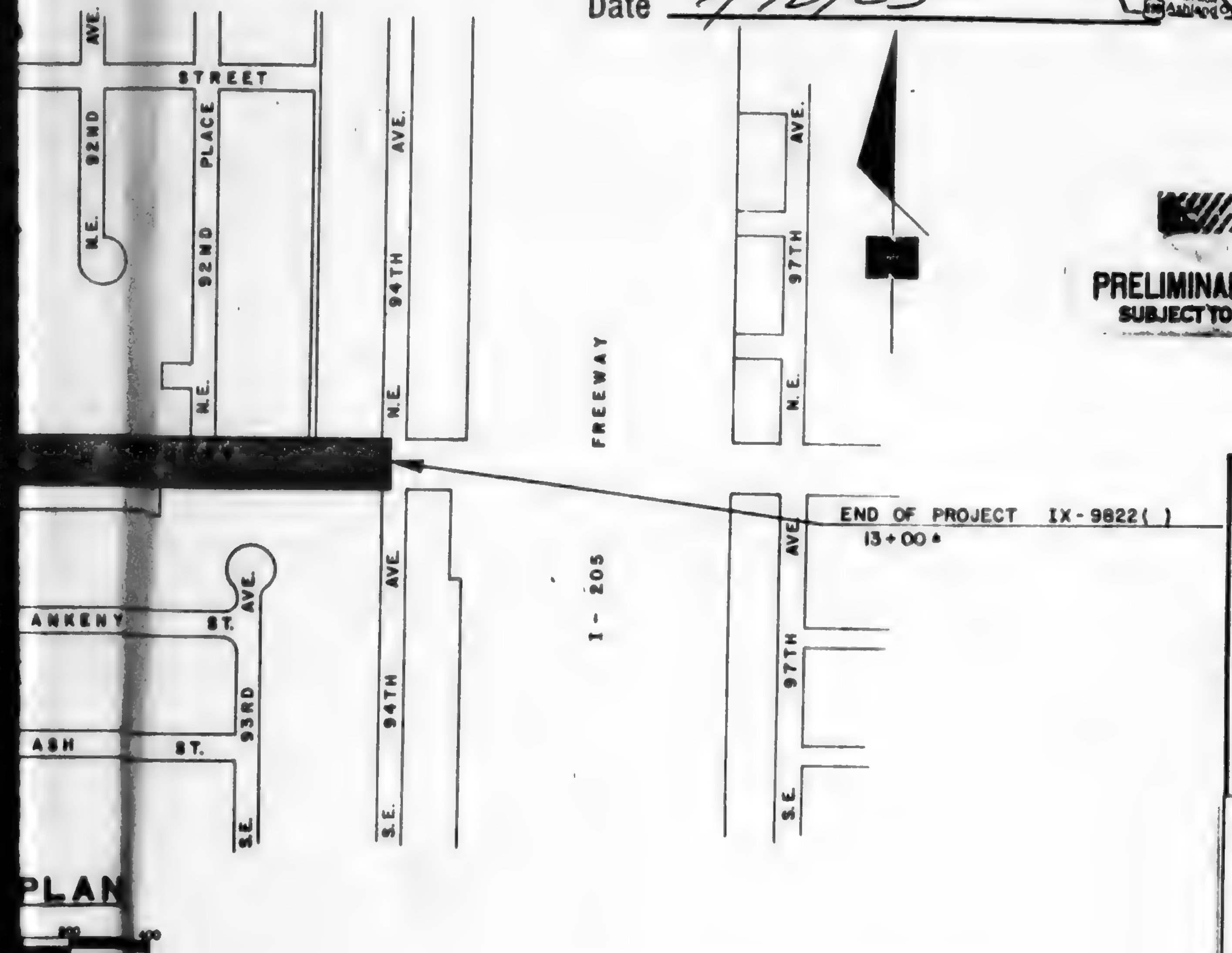
ULTNOMAH COUNTY

PRELIMINARY COPY
JUN 28 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

APPROVED AS NOTED

For CITY OF PORTLAND
Date 7/12/83


Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Tillamook
Forest Grove
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
Waldport
Florence
Eugene
Madras
Sisters
Redmond
Bend
Prineville
Mitchell
John Day
Baker
Unity
Ontario
Reedsport
North Bend
Coos Bay
Roseburg
Burns
Crater Lake National Park
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
OREGON


N.E. 92ND AVE.
STREET
N.E. 92ND PLACE
N.E. 94TH AVE.
FREEWAY
I - 205
N.E. 97TH AVE.
END OF PROJECT IX-9822( )
13+00±
ANKENY ST.
ASH ST.
S.E. 93RD AVE.
S.E. 94TH AVE.
S.E. 97TH AVE.
200
400

PLAN

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED John Lang 4-18 85
JOHN LANG, CITY ENGINEER DATE

9663

10,718
James K. Sol
JAMES K. SOU

STREETS ONLY

SEWERS ONLY

PLANS AND SPECIFICATIONS APPROVED BY:

_______________ TITLE _______ DATE _______

OREGON DEPARTMENT OF TRANSPORTATION CONCURRENCE

ASSISTANT STATE HIGHWAY ENGINEER DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

9713

J

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO 6-2

TO: C. T. Keasey
Construction Engineer

DATE: July 7, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Construction Identification Signs
1) Federal-Aid Project IX-9822(6)
   90th Ave.-94th Ave. (Portland) Section
2) Federal-Aid Project IX-0000(53)
   Arterial Street (Portland) Overlay Project No. 4

According to Title 23 USC, Section 114, only official traffic control devices in conformance with the "Manual on Uniform Traffic Control Devices" are permitted on any Federal-Aid funded project on the Federal-Aid system. Therefore, I am returning the two force orders submitted to me on the subject projects.

Also, I have attached one copy each of Section 114 and Section 101 of Title 23 USC for your information.

JLG:pf
Attachments

cc: FHWA, w/attachment
Jon Rose, w/attachment
Gary Zehner, w/attachment
General Files

RDER FOR FORCE WORI

1-P

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Portland CONTRACT No.
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME 90th Ave. to 94th Ave. (Portland) Section DATE June 27, 1983

HIGHWAY FAU 9822 (E. Burnside Street) FAP No. IX-9822(6)

COUNTY Multnomah PREFIX FUNCTION 270-01

DESCRIPTION OF WORK TO BE DONE:

Supply and erect 2 temporary signs notifying public of imminent construction in project area; modify signs to indicate contractor name when known; remove signs when construction is complete

LOCATION BY STATION NUMBERS:

Located coincident with first temporary construction signing to be placed by contractor at each end of project route.

ESTIMATE OF QUANTITIES & COSTS:

Material:	$550.00
Labor:	300.00
Equipment:	150.00
Total	$1000.00

EXPLANATION:

Anticipated item.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $

Present estimate of costs including work under this Force Order . . . . . . $

Estimated Overrun Underrun Amount . . . . . $

Estimated Overrun Underrun Percent

SUBMITTED BY: Frank S Buehl

TITLE: Frank S. Buehler, Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Marvin Croft
Region Engineer

APPROVED: Duane O. Christensen 7/1 f.s.
Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRAC PROJECTS.

9715

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: NE 90th Ave. - NE 94th Ave.

Highway: FAU 9822, East Burnside Street

County: Multnomah

Prefix: 726-1935

Project Manager: E. J. Dunn

Date June 30, 1983

Twenty Year Traffic Coefficient 7.5

18 kip EAL's per day 30

R Value 14

Frost Penetration ----

CBE Total Requirement 23.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.5"	A.C. Wearing Surface & Base - Class "B" or "C"	7.0"
9.0"	Cement Treated Base	16.0"
12.5"		23.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan —
Don Fantz

PROGRAM SECTION
MANAGER PROJECT UNIT S ✓
JUL 1 1983
MAN. ASSIST. PROGRAM UNIT
REFER TO Fed ✓ Aid/Loc Gov
FOR
6

7713

6-28-83

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 4
JUL 18 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9822(6)
Project Name 90th Avenue to 94th Avenue (Portland) Section
FAU 9822 (E. Burnside Street)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 28 day of June, 1983

City of Portland

Certified By:

Regional Right-of-Way Supervisor
Date 7-1-83

Highway Coordinator, City of Portland

County Engineer, Multnomah County

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

9713 5

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9822(6)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20050

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
5/23/83

8. FEDERAL ROUTE NUMBER
FAU 9822

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:

NE 90th Avenue - NE 94th Avenue (Burnside - Portland) Section

11. GENERAL DESCRIPTION OF WORK:

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Potter's letter of 5/18/83 I approve the revised Preliminary Engineering Costs to a TEC of $42,000 Federal Funds $35,700.

(Increase TEC $15,000 Federal Funds $12,750)

RECEIVED
STATE HWY ENGR
MAY 27 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
5/27

14. DATE
5/23/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-72)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: May 18, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20050
Project No. IX-9822(6)
N.E. 90th Ave.-N.E. 94th Ave.
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated May 16, 1983.

Approval of this request will involve an increase of $15,000.00 in total cost and Federal obligation of $12,750.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	%
Present	$ 42,000.00	$ 35,700.00	85.0
Previous	27,000.00	22,950.00	
Difference	$ 15,000.00	$ 12,750.00	

RHZ:bks
Attachment
cc: E.L. Hardt (Metro)
F.E. Terpin
E. Mershon
Jon Rose (Metro)
Gary Zehner
Shirley Williams

9713

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

May 5, 1983

In Reply Refer To
File No.: 726-1935

JERRY MARKESINO
City of Portland
1120 S. W. 5th Avenue
Portland, OR 97204

Subject: N.E. 90th-N.E. 94th, E. Burnside St.
City of Portland
Multnomah County

Your office recently submitted the design for the 90th-94th, E. Burnside Street project. Your construction estimate is $341,773 (total).

City engineering cost for this project was estimated at $34,700 by Brett Kesterson in February 1983. Total preliminary engineering, including City and State charges, is estimated at $42,500.

I have attached a summary sheet showing that the total of the PE and construction estimates exceeds the current MSD project authorization by $9,665 (federal).

Depending upon the actual contract bid, an increase in the MSD project authorization may be necessary.

THEODORE A. SPENCE
Plan and Program Manager

TAS:ECM:nm

cc: Andy Cotugno
James D. McClure
Don Fantz
Gary Zehner ✓

Attachment

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
W MAY 6 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________
FOR ________________

734-1850

DOCUMENTATION OF
ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: NE 90th - NE 94th, E. Burnside St.
Jurisdiction: City of Portland
Type of Federal Funds: e(4) X FAU ____ OTHER ____
State Match ____ Local Match 15%

MSD AUTHORIZATIONS FED. $

Resolution No.	PE	ROW	CONST.	Total
Rollback Report March 29, 1983				316,967

CURRENT COST ESTIMATE FEDERAL AND TOTAL $

Date	PE	ROW	CONST.
April 28, 1983	Fed. 36,125 Total 42,500 (Feb. '83)	Fed. Total	Fed. 290,507 Total 341,773 (Apr. '83)

ADDITIONAL FEDERAL FUNDS REQUIRED

PE	ROW	CONST.	Total
			9,665

COMMENTS: There is a shortfall of $9665 (fed.) in the MSD project authorization.

RECOMMENDED ACTION:

ACTION TO BE TAKEN:

Approved:

____________________ Date ____________________

7713

J

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

April 18, 1983

ODOT
Attn: Don Fantz
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

OM MRE OE PPM CE
TOS APR 25 1983 ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

Re: 90th Avenue-94th Avenue (E. Burnside Street)
FAU 9822

Dear Don:

The Bureau of Sanitary Engineering has over sized the proposed storm sewer to accommodate future development in the area. The following information shows what sotrm system is necessary for the direct drainage area and what system is proposed for the direct and future drainage.

Direct Drainage Area

Item	Unit	Quantity	Unit Cost	Total
10-inch CSP	L.F.	253	10.00	2,530.00
15-inch CSP	L.F.	180	15.00	2,700.00
18-inch CSP	L.F.	150	19.00	2,850.00
21-inch CSP	L.F.	160	22.00	3,520.00
24-inch CSP	L.F.	531	25.00	13,275.00
	TOTAL	1274		$24,875.00

Direct Plus Future Drainage Area

Item	Unit	Quantity	Unit Cost	Total
15-inch CSP	L.F.	54	15.00	810.00
21-inch CSP	L.F.	583	22.00	12,826.00
24-inch CSP	L.F.	160	25.00	4,000.00
27-inch CSP	L.F.	531	30.00	15,930.00
	TOTAL	1328		$33,566.00

There will also be extra costs involved in installing the larger pipe.

Item	Unit	Quantity	Unit Cost	Total
Trench Excavation	C.Y.	282	6.00	1,692.00
Bedding Material, 3/4"-0	C.Y.	23	10.00	230.00
Foundation Stabilization	C.Y.	28	10.00	280.00
Granular Backfill	C.Y.	192	12.00	2,304.00
				$4,506.00

Therefore, there will be approximately $13,197.00 of non-participating items in this project.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Engineer
Bureau of Street & Structural Engineering

BIK:mw

9713

4-14-83

ENGINEER'S NARRATIVE

E. Burnside St.: 90th Ave. - 94th Ave.
FAP No. 9822

This documentation is intended to serve as a guide to the design of N. Basin Avenue.

LOCATION/SETTING

E. Burnside Street is a major arterial serving as a commuter route from East Multnomah County into and out of the City of Portland. There is currently no bus routes along this section of street. Because the street is in a cut area, there are few access points on the north side of the street, and even less access on the south side. Half of the street (90th to 92nd Place) is in the City of Portland with the remaining half in Multnomah County.

EXISTING CONDITIONS

The street presently varies from 26 to 34 feet in width with 3 to 7 foot asphalt curb and gutters in some locations. The existing sump system does not work properly and this causes a severe flooding problem during the winter.

PROPOSAL

The existing street will be completely removed and a 48-foot wide section constructed with 6-foot combination curb and sidewalk on each side. Then behind the sidewalk a 5-foot berm area will be formed to allow the planting of trees on both sides of the street.

The cut and fill slopes will be either planted with several varieties of shrubs or seeded for lawn.

DRAINAGE

A new storm sewer will be constructed the entire length of the project. The new storm sewer will connect to an existing manhole that drains into the State storm system for I-205. The storm line has been enlarged beyond what is needed for this project so as to handle future development in the area. Also, an additional 15" C.S.P. is being constructed partly up NE 92nd Place so that it will not be necessary to excavate in E. Burnside Street to install a storm sewer for future development along NE 92nd Place.

ILLUMINATION

The existing lighting system has already been upgraded to high pressure sodium vapor. There is only one additional light needed at SE 90th Avenue.

PAVEMENT DESIGN

The ODOT surface design unit performed the pavement design work based on information submitted by the City of Portland.

CONTRACT TIME

A 90 calendar day contract has been specified to ensure the least disruption to this arterial street.

TEMPORARY SIGNS

The City of Portland is going to install signs on the project approximately 2 weeks before the bid opening to warn the traveling public of the impending construction. In addition, the City will install another set of signs 2 weeks before construction telling the motorists who the contractor will be and other information about the project.

Please direct any questions to me at (503) 796-7163. My address is 1120 SW 5th Avenue, Room 838, Portland, Oregon 97204-1971.

Brett I. Kesterson

Brett I. Kesterson

April 15, 1983

Date

BIK:jw

UTILITY REPORT

E. Burnside St.: 90th Ave. - 94th Ave.
FAP No. 9822

This document is intended to serve as a guide to identifying the utilities that exist within the project area and any conflicts that may exist.

UTILITY LOCATION

All known underground utilities are shown on the construction sheets of the project plans. The locations shown are approximate and final locations shall be determined by the utility companies in the field.

AFFECTED UTILITIES

1. City of Portland (Water)
2. Pacific Northwest Bell
3. Portland General Electric
4. Northwest Natural Gas
5. Hazelwood Water District

These utilities will be affected as follows:

1. The Hazelwood Water District will have to adjust a water valve and fire hydrant.
2. Pacific Northwest Bell has overhead facilities to be adjusted as shown on the plans.
3. A. Portland General Electric (PGE) has overhead facilities to be adjusted as shown on the plans.

   B. Five illuminaires with mast arms on PGE poles will be moved because of the street widening. In addition, a new illuminaire and mast arm is to be installed at SE 90th Avenue.
4. Northwest Natural Gas will be adjusting their valves as shown on the project plans. No adjustment of the gas line is anticipated.

REIMBURSEMENT ELIGIBILITY

The work done by the Hazelwood Water District will be eligible for reimbursement.

The franchise the City of Portland has with PGE states that if the City street lighting equipment or poles are removed or relocated at the City's request, the City is responsible for the costs associated with the change. Since PGE will not allow anyone but their crews to work on PGE poles, it will be necessary to have PGE move the existing lighting and install the one new light. This work only by PGE will be reimbursable.

All remaining work done by any utility company is not reimbursable.

UTILITY COORDINATION

Utility coordination is the responsibility of the City of Portland. The utility companies will receive copies of the preliminary plans and are mentioned in the project specifications.

Brett I. Kesterson
Brett I. Kesterson

April 14, 1983
Date

BIK:jw

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section 90th Ave. - 94th Ave. (Portland)	County Multnomah		Sheet 1 of 3
Kind of Work Roadwork, sewers, landscaping	Length 0.25	Date 4-11-83	Name Kesterson

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	1100050	L.S.	All	8000.00	8,000.00
	Temp. protection & direction of traffic	1110010	L.S.	All	4500.00	4,500.00
	Temporary signs	1110020	S.F.	152	10.00	1,520.00
	Temporary barricades, Type II	1110040	EA	14	80.00	1,120.00
	Temporary barricades, Type III	111004	EA	4	110.00	440.00
	Temporary plastic safety markers	1110260	EA	55	50.00	2,750.00
	Temporary amber flasher	111	EA	8	130.00	1,040.00
	Temporary striping	111	L.S.	All	2700.00	2,700.00
	Flagmen	1110360	HR	700	10.00	7,000.00
	Clearing and grubbing	2010025	L.S.	All	1000.00	1,000.00
	Removal of structures & obstacles	2020020	L.S.	All	3500.00	3,500.00
	Fill abandoned sewer	202	C.Y.	7	100.00	700.00
	General excavation	2030180	C.Y.	3893	8.00	31,144.00
	Foundation stabilization material	206	C.Y.	209	10.00	2,090.00
	Granular backfill material	206	C.Y.	1574	12.00	18,888.00
	Trench excavation	2060050	C.Y.	2379	6.00	14,274.00
	Furnishing and placing topsoil	225	L.S.	All	1000.00	1,000.00
	Aggregate base	3040100	Ton	150	15.00	2,250.00
	Aggregate base, 3/4"-0", 2" thick	3040290	S.Y.	337	4.00	1,348.00
	Cement treated base mix.	3080020	Ton	2928	8.00	23,424.00
	Cement in CTB mixture	3080040	Ton	170	70.00	11,900.00
	Asphalt in CTB seal coat	308	L.S.	All	1500.00	1,500.00
	Class "B" asphalt concrete mix	4030100	Ton	616	17.00	10,472.00
	Class "C" asphalt concrete mix	4030300	Ton	722	17.00	12,274.00

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section 90th Ave. - 94th Ave. (Portland)	County Multnomah		Sheet 2 of 3
Kind of Work Roadwork, sewers, landscaping	Length 0.25	Date 4-11-83	Name Kesterson

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Asphalt cement in A.C. mix	4031100	Ton	82	170.00	13,940.00
	8" concrete sewer pipe	6031410	L.F.	417	8.00	3,336.00
	10" concrete sewer pipe	6031415	L.F.	77	10.00	770.00
	15" concrete sewer pipe	6031425	L.F.	54	15.00	810.00
	21" concrete sewer pipe	6031435	L.F.	583	22.00	12,826.00
	24" concrete sewer pipe	6031440	L.F.	161	25.00	4,025.00
	27" concrete sewer pipe	6031445	L.F.	592	30.00	17,760.00
	Pipe under pavement	6031770	L.F.	354	15.00	5,310.00
	Bedding material, 3/4"-0"	6032040	C.Y.	139	10.00	1,390.00
	Type "P" inlet	604	EA	13	350.00	4,550.00
	Type "P-2" inlet	604	EA	2	450.00	900.00
	Field inlet	604	EA	2	450.00	900.00
	Concrete manhole	604	EA	6	1500.00	9,000.00
	Walks, 4" concrete	6080030	S.Y.	1224	14.00	17,136.00
	Driveways, 6" concrete	6080370	S.Y.	211	17.00	3,587.00
	Curb, concrete, Type "C"	6090090	L.F.	2013	3.50	7,045.50
	Approaches, extra for asphalt	6100200	S.Y.	297	5.00	1,485.00
	Manholes, abandon	6280050	EA	6	200.00	1,200.00
	Signs, revision of	6450625	L.S.	All	2400.00	2,400.00
	Furnish and plant trees	6820025	EA	56	180.00	10,080.00
	Furnish and plant shrubs	6820125	EA	402	20.00	8,040.00
	Furnish and plant ground cover	6820210	EA	392	1.00	392.00
	Lawn const., seeded	6830045	S.F.	5930	0.35	2,075.50

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section 90th Ave. - 94th Ave. (Portland)	County Multnomah		Sheet 3 of 3
Kind of Work Roadwork, sewers, landscaping	Length 0.25	Date 4-11-83	Name Kesterson

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	SUBTOTAL					293,792.00
	Anticipated Items					
	1) Striping (City of Portland)	700.00				
	2) Light relocation (PGE)	2000.00				
	3) Temporary signs (City of Portland)	1000.00				
	4) Water (Hazelwood Water District)	1000.00				
	SUBTOTAL					4,700.00
	TOTAL					298,492.00
	Engineering (10%)					29,849.20
	Contingencies (4½%)					13,432.14
	GRAND TOTAL					341,773.34

734-1736 (8-81)

DATE: April 7, 1983

90th Ave. - 94th Ave. (Portland)Sec.
City Street (E. Burnside St.)
Multnomah County

STATE OF OREGON)
County of Multnomah)

I, Brett I. Kesterson, being first sworn on oath, depose and say that I am a Civil Engineer III for the City of Portland and have made a field inspection of the utility facilities to be relocated or adjusted on the above-captioned section of highway. That from such inspection I have determined to the best of my ability that the utility facilities to be relocated or adjusted in order to construct the above-captioned section of highway, for which we are requesting reimbursement, are owned by the Hazelwood Water District and are located on County street right-of-way.

Request for reimbursement is made pursuant to Oregon State Highway Division policy that a utility is due reimbursement for the cost of relocating facilities occupying property in which the utility has a compensable interest.

Brett I. Kesterson
Signature

Sworn to and subscribed before me this 13th day of April, 1983.

Jimmy W. Willstrom
Notary Public for the State of Oregon
My Commission expires: 8-29-86

7713

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# [illegible]

Multnomah County

SECTION: NE 90th Avenue - NE 94th Avenue, E. Burnside Street

REGION: Metro

SURVEY AUTHORITY FAU 9822

AUTHORIZATION NO.: 2

PREFIX: 726-1935

DATE: Oct. 26, 1982

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		34,700	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		800 ~~1,500~~	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN		400	921 SPECIFICA-TIONS		2,200 ~~2,000~~	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		300	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		300	932 RAILROAD & UTILITIES					
						TOTALS	$ 42,000	$ 42,000
						PREVIOUS AUTHORIZATION		$ 27,000
						ADD. AUTH. REQUIRED		$ 15,000

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: IX-9822 (6)

LOCATION ENGINEER'S REMARKS

Road width has been increased by 2 ft & sidewalks have been widened by 2 ft each, total width now is 48'.

Lyle

1 Versteeg ✓
Anderson
2 Adams
3
4
Wakerlig

RECEIVED
JUN
SECTION

Basically due to underestimate originally and a fill mark for extra width typical

PREPARED BY	DATE 10-27-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 10/29/82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-9-82 5-23-83	

734-1914 (7-82)

9713

GENERAL FILES

June 14, 1982

City of Portland
City Hall
1220 S.W. Fifth Avenue
Portland, OR 97204

AGR 4-1

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 7[illegible]

Gentlemen:

Attached for your files are two fully executed copies of a Preliminary Engineering and Construction-Finance Agreement for the construction of the 90th Avenue-94th Avenue Section of East Burnside Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

976 5

April 2, 1982

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

CON 21

Substitute Transportation Projects
Using Withdrawn Interstate Funds

Your letter of January 15, 1982, requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland urbanized area submitted to the Federal Highway Administration during the months of January 1982 through March 1982 are:

1) SE Stark St.-SE Division St. Section
2) Clackamas Hwy.-Gladstone Interchange Section
3) NE 90th Ave-NE 94th Ave. (Portland) Section

There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects are based on the Region's transportation planning process which embodies a continuing cooperative approach. The projects are included in the Region's Transportation Improvement Program.

Fred D. Miller
Director

bc H. S. Coulter
D. H. Moehring
Ed Hardt

JLG:bkc fn

7713

3-15-82

City - Portland

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE	
PREFIX	

1 - IDENTIFICATION

PROJECT NAME N.E. 90th Avenue - N.E. 94th Avenue			
HIGHWAY NAME E. Burnside Street (FAU 9822)			HIGHWAY NUMBER NA
REGION 1	ADMINISTRATIVE DISTRICT 2B	COUNTY Multnomah	CITY Portland
LENGTH 0.2 mi.	MILEPOST NUMBER N/A TO	☐ RURAL	☒ URBAN
LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO	IF YES, UNIT OF GOVERNMENT City of Portland		

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Widen the roadway from 34 feet to 40 feet. Construct curbs, sidewalks, illumination and a storm sewer system.

1 Versteeg
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 23 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1980 - 10,600	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1990 - 11,000

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☒	☐	☐	☐
	PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH) 35	DESIGN STANDARDS City of Portland	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 3-15-82

L Watson
NOTED
L. K. WATSON

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 12' lanes	Two 12' lanes
SHOULDERS	5' shoulders	None
MEDIANS	None	None
PARKING LANES	On shoulders	8' parking lane, one side
SIDEWALKS	None	6' sidewalks, both sides
BIKEWAYS	None	4' bikeways, both sides
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☒	☐	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT—OF—WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	4.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	______	[redacted]
	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

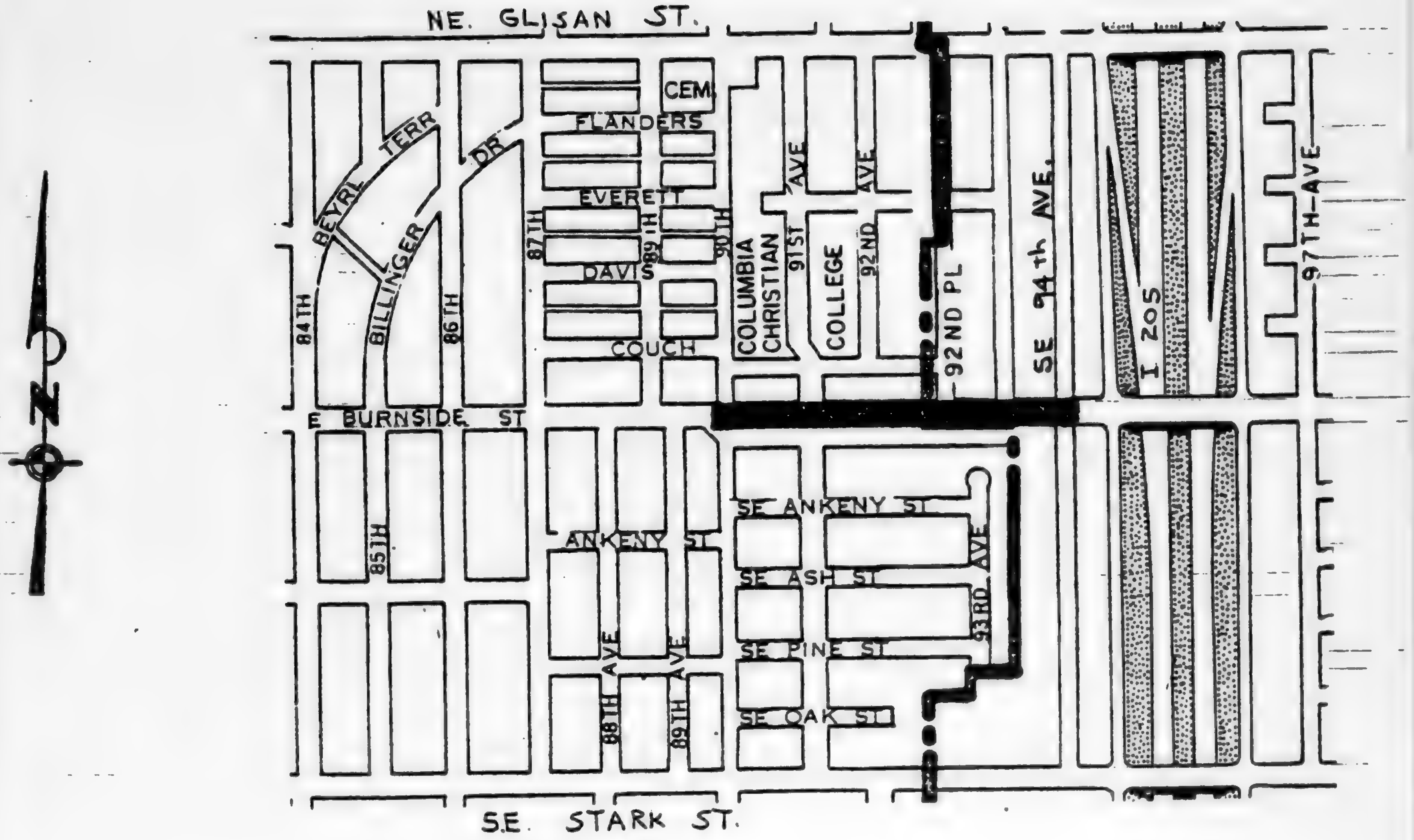
7 - TYPICAL SECTION AND LOCATION

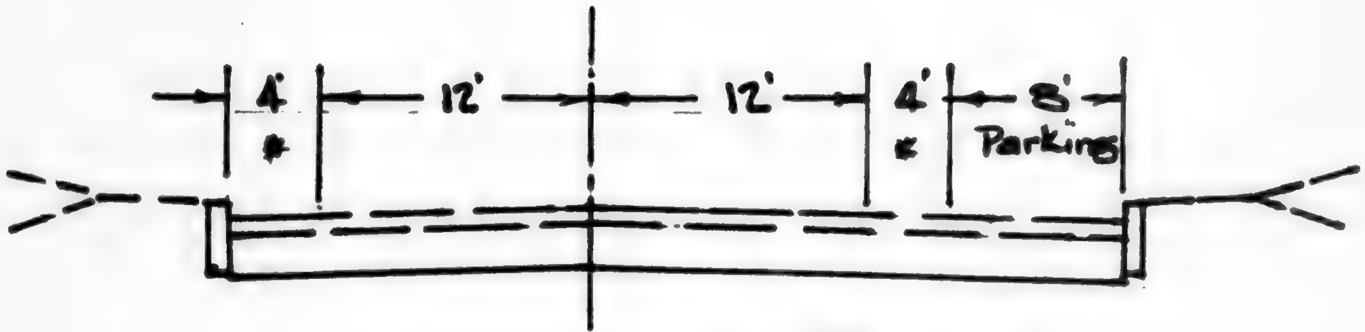
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	27,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	270,000	
OTHER ______________________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	297,000	

SUBMITTED BY ______________________________


NE. GLISAN ST.
CEM.
FLANDERS
EVERETT
DAVIS
COUCH
BEYRL TERR
BILLINGER DR
84TH
86TH
87TH
89TH
90TH
COLUMBIA CHRISTIAN
91ST AVE
COLLEGE
92ND AVE
92ND PL
SE 94th AVE.
I 205
97TH-AVE
E BURNSIDE ST
SE ANKENY ST
ANKENY ST
85TH
SE ASH ST
SE PINE ST
SE OAK ST
88TH AVE
89TH AVE
93RD AVE
S.E. STARK ST.
N


4'
*
12'
12'
4'
*
8'
Parking

* Bikeway

9715

5

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: March 10, 1982

File No: 10077

TO: D. H. MOEHRING
Ass't. State Highway Engineer
Attn: D. E. Swan

FROM: EARL C. MERSHON Earl C. Mershon
Program Manager

SUBJECT: N.E. 90th-N.E. 94th Avenue
East Burnside Street
City of Portland
Multnomah County 10077

Attached is a letter from Dave Hill of the City of Portland requesting that the roadway width for this proposed project be increased from 40 feet to 46 feet, curb-to-curb. Attached to Dave Hill's letter is a proposed cross-section of East Burnside Street and a revised copy of pages one and four of the original project request.

We submitted this project on February 10, 1982 for PE programming. We should update the project request and estimate as shown on the attachment.

The changes requested by the City do not affect the Project Classification as a statewide categorical exclusion. The increased street width does not require any right-of-way.

If additional preliminary engineering expense is required as indicated on the revised project request, we can program additional PE funds in FY 1983.

pa

Attachments

cc Jef Kaiser
Jon Rose
Robin Brooks

cc: Terpin
Gifford

4

G

PROJECT MANAGEMENT BRANCH
ASHE ☒ STE ☐
PLE ☐ RE ☐ PCE ☐
MAR 11 1982
REFERRED TO
FOR
FILE: PM FA LG.

10077

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

March 3, 1982

Jeff Kaiser
Environmental Leader
ODOT-Metro
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: Project Application dated November 30, 1981 for E. Burnside Street, 90th to 94th

Dear Jeff,

We have re-examined the proposed cross-section of the E. Burnside Street, 90th-94th Avenues project in response to your question earlier this year. In light of that examination we have changed the cross-section to a 46' wide street (see attached section). This requires a change in the cost also bringing the total cost up to $340,686 from the estimated $296,249.

I have attached copies of the pages from the project application that require changes. If you wish you may return the original application to us for the changes. If you have any questions, please call me at 248-4643.

Sincerely,

L. David Hill

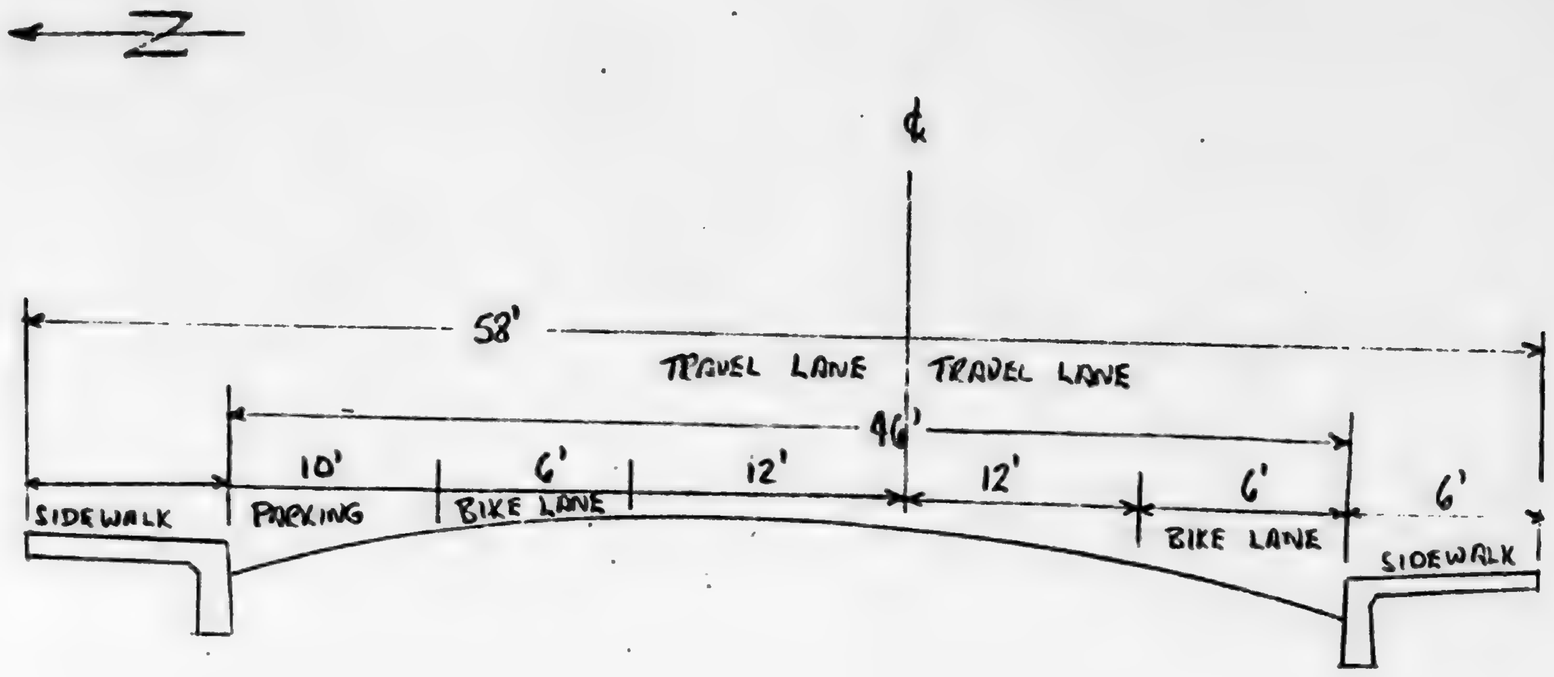
L. David Hill, P.E.
Arterial Street Design
Bureau of Street & Structural Engineering

MA PDM PDE FFM SPC
ODOT-METRO
MAR 05 1982
DM PAR PPC FILE T/A

LDH:mm

Attachments: new cross-section of E. Burnside, 90th-94th
application pages with changes

c: Jerry Markesino


N
℄
58'
TRAVEL LANE
TRAVEL LANE
46'
10'
6'
12'
12'
6'
6'
SIDEWALK
PARKING
BIKE LANE
BIKE LANE
SIDEWALK

PROPOSED SECTION OF
E. BURNSIDE, 90th to 94th AVE.

FEDERAL AID PROJECT REQUEST

Date November 24, 1981

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, FAUS____ Project

Federal Aid Route No. 9822 Route Name Burnside Street

Project Name E. Burnside - 90th Avenue to 94th Avenue

Project Length______ Project Location (Attach sketch map) ⬅

Project Description Preliminary engineering and construction of ~~40~~ 46-foot roadway with curbs, sidewalks, storm sewer, drainage & illumination. This will eliminate an existing flooding problem which discourages transit patronage in the vicinity of Columbia Christian College. The widened road section will provide space for bicycles and will link up with the bicycle route on Burnside east & west of this location & the I-205 bike route.

Average Daily Traffic 10,600 Design Speed 35 (continued on next page)

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch) ⬅

Width 34 Travel Lanes 2 Shoulders Asphalt Curbs

Medians None Parking on shoulders

Sidewalks None

Remarks There is a 28-foot roadway, Burnside Ct., with curbs and sidewalk (to remain in place) on the south 60 ft. between 90th & 92nd. It is about 8 ft. higher than Burnside to the north.

2. **Desired Roadway Cross Section:** (Attach sketch) ⬅

Width ~~40~~ 46 Travel Lanes 2 Shoulders No

Medians None Parking 1 side only ~~Yes~~

Curbed Yes Length Curb Radii 15

Sidewalk/Bikeway Yes (see attached section)

Remarks______

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 160 feet from 90th to 92nd (including Burnside Ct.) 100 ' fm. 92nd to 94th Minimum 100 feet Maximum 160 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks______

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

Stop signs on side streets

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes X No ________

If "yes," describe briefly: Preliminary engineering including survey, design, TAC & CAC formation if necessary, public meetings, utility relocation.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ ~~269,317~~ 309,714	[illegible]
Right-of-way costs (if participating)	0	
Traffic control	0	
Illumination	0	
Structures	0	
Railroad	0	
Other ________		
Preliminary engineering	~~26,932~~ 30,972	26,553
PROJECT TOTAL	$ ~~296,249~~ 340,686	

Remarks 40' → 46' $\frac{6}{40} \times 296{,}249 = 340{,}686$

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ________ COUNTY

By Richard O. Schmidt
R.O. Schmidt
State Highway Coordinator

By ________

By ________

By ________

(1976)

7715 3-3-82 5

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
Street, E. Burnside "NE 90th Ave.-NE 94th Ave. (Portland)Sec" G - P - DRAIN - ILLUM.	580	20050	IX-9822(6)	9822	Street

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 100' min.

Water Development None Recreation & Historical Areas None

Multnomah (051) (Mt. Hood Transfer)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist.___ Cl. Ho. ..... Exempt___ XXXXX Approved in MSD TIP No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 3.

(2) Included in MSD FY '82 AE/TIP on page 40, No. 45.

(3) TOPICS type project.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 27,000
85%	FF	$ 22,950
	STATE	$ ---
15%	City	$ 4,050

For PR-37:

Field Phase $____
PS&E Phase $____

REMARKS: 1) Attached is a copy of "Authority for Survey" & project maps.
2) Request based on March 1, 1982 letter to you from Mr. Miller, Director of The Oregon Department of Transportation.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
3-3-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

xc: GENERAL FILES

9712

March 1, 1982

CON 21-2

Dale E. Wilken
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, NE.
Salem, OR 97301

Under authority granted to me on January 15, 1982, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

NE 90th Avenue-NE 94th Avenue (Portland) Section
East Burnside Street (FAU 9822)
Multnomah County

I have directed the Program Management Section of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Fred D. Miller
Director

cc Metropolitan Service District

bc H. S. Coulter
D. H. Moehring
Ted Spence

JLG: fn

7113

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 8, 1982

File No: 10077

TO: D. H. MOEHRING ATT: D.E. SWAN
Ass't State Highway Engineer

FROM: THEODORE A. SPENCE
Plan and Program Manager

Zehner: 2-24-82

SUBJECT: N.E. 90th Ave. - N.E. 94th Ave.
East Burnside Street
City of Portland
Multnomah County

Here is our programming packet for the subject project. Included are a Project Request, Authority for Survey, Location Prospectus and an agreement information sheet.

This is an Interstate Transfer Project sponsored by the City of Portland. It is included in the October 1981 MSD TIP on page 16. Preliminary engineering has been approved for funding from the FY 1982 allocation of FAIX funds to a limit of $22,950 (federal).

The environmental aspects of this project are covered by the statewide categorical exclusion. There is no waterway involvement.

Please request FHWA approval of this project and obligation of $27,000 TEC at this time for preliminary engineering.

po

cc: Frank Terpin
Robin Brooks
Metro Project Development Units

cc: Terpin
Clifford

Attachment

6 YR PROG

3-5-82
Agreement to typist.
~~No prog in yet.~~ [illegible]
MCH

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
FEB 11 1982
REFERRED TO ________________
FOR ________________
FILE: PM FA LG.

Form E-39 (Rev. 9-71) 1713

(AAE 0001)

Planning File No. 10077

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section N.E. 90th Ave.-N.E. 94th Ave.

Highway East Burnside Street (FAU 9822)

County Multnomah #26

Date February 8, 1982 19.....

Authorization No. 1

Survey Prefix ~~803-1920~~ 726-1935
(Assigned by Salem office)

Description of termini, route, length, etc.:
The project is located on East Burnside Street between N.E.90th Ave., and N.E. 94th Ave. within the City of Portland

Proposed:
Construct a 40-foot roadway with curbs, sidewalks, storm sewer, drainage, and illumination.

Purpose of survey:
City of Portland to perform field survey, prepare plans, specifications, and cost estimate. State will monitor and complete PS&E.

IX-9822(6)
3-9-82

Estimate of cost: $270,000 (Construction)
Funding: FAIX (Mt. Hood Transfer)
Class II Statewide Categorical Exclusion

2-25-81

Field Survey	(901)	1,000
Citizen Participation	(902)	
City of County	(903)	~~22,200~~ 20,300
Consultant	(904)	
Final Design	(905)	1500
Bridge Design	(906)	400
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	500
Traffic	(911)	500
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	300
Final Audit	(915)	
Photogammerty	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	100
Specifications	(921)	2,000
Admin. Services	(922)	100
Environmental	(923)	300
Foundation Exploration	(926)	
Seminars	(950)	
Personal Leave	(960)	
Hearings	(980	
Equal Opportunity	(985)	
Advisory Committee	(986)	

ON HIP pg 71 200,000 FAIX

Total estimated cost of survey	$ 27,000 ✓
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAR 3 1982
LOCATION SECTION

Requests made by:
Field Engineer
CURT DUVAL, Location Manager

Recommended for Approval:
Regional Engineer
R.N. BOTHMAN, Metropolitan Administrator

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE: 2/8/82
PREFIX:

1 IDENTIFICATION

PROJECT NAME: N.E. 90th Avenue - N.E. 94th Avenue

HIGHWAY NAME: E. Burnside Street (FAU 9822)

HIGHWAY NUMBER: NA

REGION: 1
ADMINISTRATIVE DISTRICT: 2B
COUNTY: Multnomah
CITY: Portland

LENGTH: 0.2 mi.
MILEPOST NUMBER: N/A TO
☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO
IF YES, UNIT OF GOVERNMENT: City of Portland

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Widen the roadway from 34 feet to 40 feet. Construct curbs, sidewalks, illumination and a storm sewer system.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 10,600

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1990 - 11,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☒	☐	☐	☐
PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH): 35
DESIGN STANDARDS: City of Portland
TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 12' lanes	Two 12' lanes
SHOULDERS	5' shoulders	None
MEDIANS	None	None
PARKING LANES	On shoulders	8' parking lane, one side
SIDEWALKS	None	6' sidewalks, both sides
BIKEWAYS	None	4' bikeways, both sides
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT—OF—WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	4.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	27,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	270,000	
OTHER ______________________________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	297,000	

SUBMITTED BY ______________________________

Project N.E. 90th Ave. - N.E. 94th Ave. E. Burnside Street

Agency City of Portland Date 2/5/82

Type of Project Street Widening, Storm Sewer, Illumination

Funds SOS [✓ FAIX] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	( )	(X)	( )
Monitor PE	( )	(X)	( )	( )
Field Survey	( )	( )	(X)	( )
Prepare Environmental Statements	(X)	( )	( )	( )
Review & Process Envir. Statements	(X)	( )	( )	( )
Public Hearings	(X)	( )	( )	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	( )	(X)	( )
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	( )	(X)	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	( )	(X)	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(X)	( )	( )	( )
Power Consumption	(X)	( )	( )	( )
Local Match	( )	( )	(X)	( )
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction (X) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

The improvement will complete the improvement of Burnside between downtown Portland and the Burnside Overcrossing of I-205. The stronger pavement section will stand up to traffic loads better than the deteriorating existing pavement and will require less maintenance.

FEDERAL AID PROJECT REQUEST

Date November 24, 1981

Applicant Agency City of Portland

Request for: Off-System_____, FAS-C_____, FAUS_____ Project

Federal Aid Route No. 9822 Route Name Burnside Street

Project Name E. Burnside - 90th Avenue to 94th Avenue

Project Length________ Project Location (Attach sketch map)

Project Description Preliminary engineering and construction of 40-foot roadway with curbs, sidewalks, storm sewer, drainage & illumination. This will eliminate an existing flooding problem which discourages transit patronage in the vicinity of Columbia Christian College. The widened road section will provide space for bicycles and will link up with the bicycle route on Burnside east & west of this location & the I-205 bike route.

Average Daily Traffic 10,600 Design Speed 35 (continued on next page)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

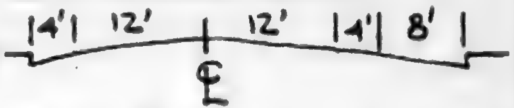
Width 34' Travel Lanes 2 Shoulders Asphalt Curbs

Medians None Parking on shoulders

Sidewalks None

Remarks There is a 28-foot roadway, Burnside Ct., with curbs and sidewalk (to remain in place) on the south 60 ft. between 90th & 92nd. It is about 8 ft. higher than Burnside to the north.

2. Desired Roadway Cross Section: (Attach sketch)



Width 40' Travel Lanes 2 Shoulders No

Medians None Parking Yes, one side only. EdM.

Curbed Yes Length Curb Radii 15'

Sidewalk/Bikeway Yes, 4' bikeways on each side.

Remarks________

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 160 feet from 90th to 92nd (including Burnside Ct.) 100' fm. 92nd to 94th Minimum 100 feet Maximum 160 feet

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes_____ No X

3. Will additional right-of-way be needed? Yes_____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_____ No_____

Remarks________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Stop signs on side streets

2. **Proposed Signalization:**

Location N/A

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include in project

4. **Permanent Striping:**

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

100 watt HPSV @ 150-foot intervals (approximate), mounted on utility poles.

2. **Proposed Illumination:**

Location Same. Spacing interval and locations provide adequate illumination now.

Type

Remarks Pole relocation required by project may result in having to install new longer mast arms.

V. STRUCTURE DATA

1. **Existing Structure:**

Location N/A

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Dave Hill
Office
2. Environmental — 621 SW Alder St., Room 612
Office
3. Public Hearing — Portland, Oregon 97214
Office
Phone: 248-4643

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes X No ________

If "yes," describe briefly: Preliminary engineering including survey, design, TAC & CAC formation if necessary, public meetings, utility relocation.

4. Applicant's estimate of cost for requested project:

	City Est.	Metro Branch Est.
Roadway Work	$ 269,317	270,000.
Right-of-way costs (if participating)	0	
Traffic control	0	
Illumination	0	
Structures	0	
Railroad	0	
Other ________		
Preliminary engineering	26,932	27,000.
PROJECT TOTAL	$ 296,249	297,000.

ECM.

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ________ COUNTY

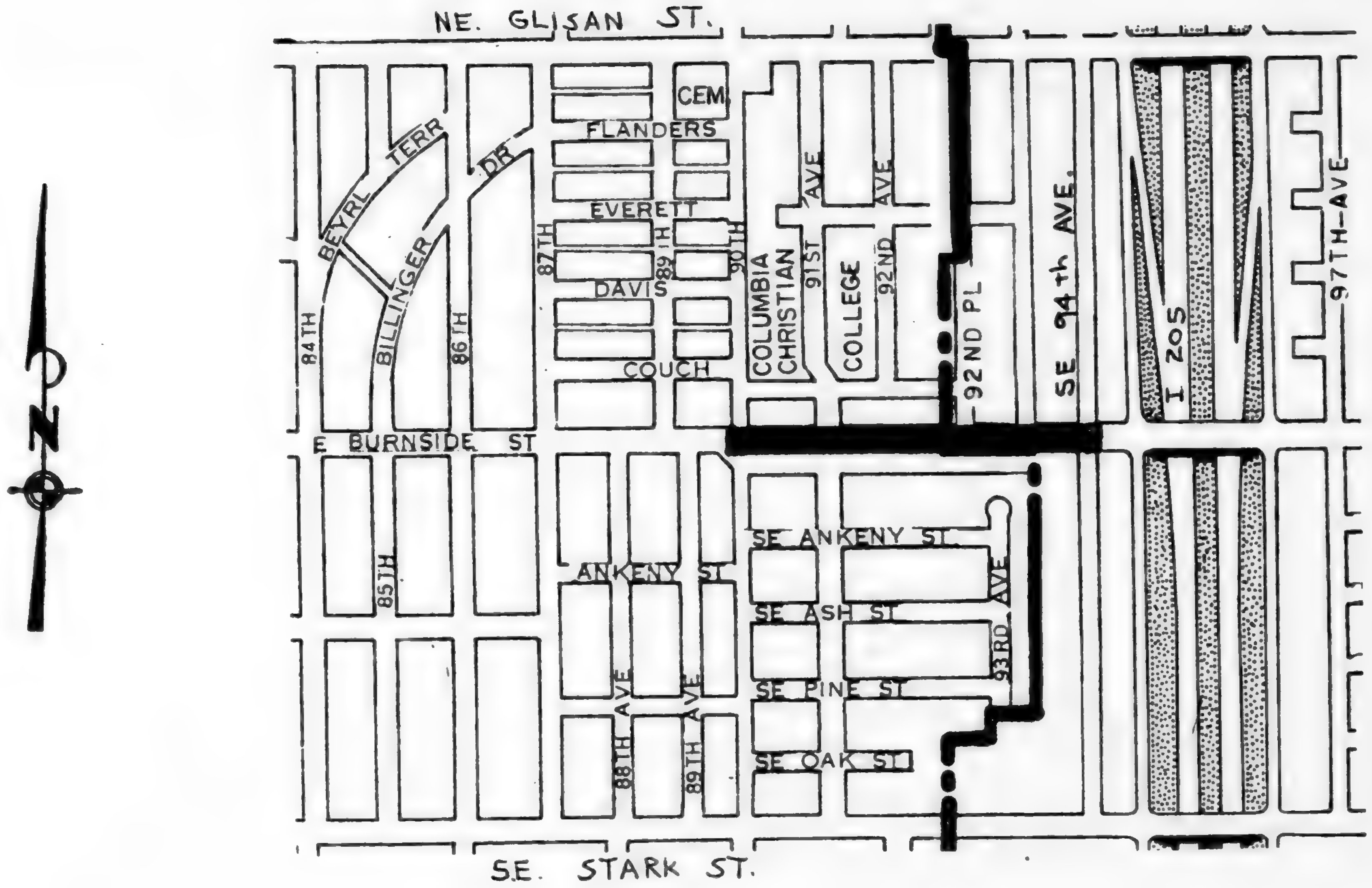
By Richard O. Schmidt
R.O. Schmidt
State Highway Coordinator

By ________

By ________

By ________

1. APPROPRIATION UNIT	2. PROJECT TITLE	3. PROJECT NO.
BUREAU OF STREET & STRUCTURAL ENGR.	E. BURNSIDE - 90th TO 94th	3-60-8105



NE. GLISAN ST.
CEM.
FLANDERS
EVERETT
DAVIS
COUCH
BEYRL TERR
BILLINGER DR
84TH
86TH
87TH
89TH
90TH
COLUMBIA CHRISTIAN
91ST AVE
COLLEGE
92ND AVE
92ND PL
SE 94th AVE.
I 205
97TH-AVE
E BURNSIDE ST
85TH
ANKENY ST
88TH AVE
89TH AVE
SE ANKENY ST
SE ASH ST
SE PINE ST
SE OAK ST
93RD AVE
S.E. STARK ST.
N

PROJECT LOCATION MAP

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

MA PDM PDE FFM SPC
ODOT - METRO

DEC 18 1981

BM PAR PPC FILE T/A

November 30, 1981

Jon Rose
Federal Aid Coordinator
ODOT-Metro
5821 NE Glisan Street
Portland, Oregon 97213

Dear Jon:

A project application and catagory request for the E. Burnside Street, 90th to 94th Improvement Project is enclosed for Oregon Department of Transportation processing. I have also enclosed the draft system report and form "C" for this project which were sent to the Metropolitan Service District.

Steve Riddell, at 248-4347, will attempt to obtain answers to any questions you may have regarding this project.

Sincerely,

Jerry Markesino

Jerry Markesino, Engineer III
Program Management

JAM:STR:mh

Enclosures (4)

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland

LIMITS E. Burnside St. from 90th to 94th Avenues LENGTH 0.2 miles

DESCRIPTION Reconstruct 2 lane roadway and provide curbs, sidewalks, drainage and sewer. This will eliminate an existing flooding problem which discourages transit patronage, provide space of bicyclists and link up with the bicycle route on Burnside east and west of this location. The stronger pavement section will stand up to bus traffic better than the existing pavement.

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT ____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL			26,932	269,317		296,249
FEDERAL			22,892	228,920		251,812
STATE						
LOCAL			4,040	40,397		44,437

LOCATION MAP

PROJECT NAME E. Burnside - 90th to 94th Avenues

ID No IX-9822

APPLICANT ____

SCHEDULE

TO ODOT 12-81

PE OK'D ____ EIS OK'D ____

CAT'Y ____ BID LET ____

HEARING ____ COMPL'T ____

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 26,932
CONSTRUCTION	269,317
RIGHT OF WAY	
TRAFFIC CONTROL	
ILLUMIN, SIGNS, LANDSCAPING, ETC	
STRUCTURES	
RAILROAD CROSSINGS	
TOTAL	$ 296,249

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL ____ *UMTA OPRTG*	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION	
FAIX	85%

NON FEDERAL

STATE ____ *LOCAL* 15%

100%

Systems Report

E. Burnside 90th to 94th

Objectives: Eliminate problems resulting from flooding and poor roadway condition. Improve a roadway connecting with an I-205 overcrossing and the LRT system on Burnside. Increase pedestrian, bicycle and vehicle safety in front of a school (Columbia Christian College). Increase transit use by providing pedestrian facilities and adequate bus loading facilities.

Approach: Construct storm sewer, drainage, curbs and sidewalks and reconstruct roadway with a extra strength pavement to support bus loadings. The roadway will be slightly over-width to allow for bicycle use.

Anticipated Results: Increased bus ridership resulting from improved waiting area. Increased bicycle use as a result of providing a connection to the I-205 and Burnside bike paths. Reduced maintenance cost due to removal of water from roadway sub-base and provision of extra strength pavement for transit loadings.

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

MA PDM PDE FFM SPC
ODOT - METRO

DEC 1 8 1981

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Federal Aid Coordinator
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Sincerely,

Jerry Markesino

Jerry Markesino, Engineer III
Program Management

JAM:STR:mh

Enclosures (4)

12-18-81

EARL —
FOR YOUR HANDLING
Jon

12-18-81

Steve Riddell says approx. 5% of PE is for the State. MSD approval is in process. ECM.

1983 Hatchet Creek Slide Sec., 9715
Beaver Hill-Seven Devils Rd. (No.
208) (Grading and Aggregate Base)

9715

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 12, 1986

COUNTY: Coos AGREEMENT NO: 7893 PROJECT NO: RS-A426(1 & 2)

CONTRACT NO: 9715 SECTION: Hatchet Creek Slide Section

PRELIMINARY ENGINEERING PREFIX C506-1979

	Participating	Non Participating
Project Manager	$ 46.94	$
Consultant Fees	7,806.15	
Final Design	653.08	
Region Geology	3,516.83	158.02
Traffic Section	102.00	
Right of Way Liaison	28.20	
Audit Services	494.20	
Location	3.40	
Program Section	323.72	
Specifications	1,110.30	
Administrative Services	48.78	
Environmental Section	41.89	
Right of Way Utility Engineer	63.24	
Soils Engineer	1,091.92	
Total P.E. Cost	$ 15,330.65	$ 158.02

CONSTRUCTION PREFIX C506-1084 & C09715

	Participating	Non Participating
Payment to Contractor	$160,373.57	$
Interest on Final Payment		794.36
Field Engineering		2,152.79*
Consultant Fees	22,916.15	
Audit Services	935.22	
Materials Lab	453.55	
Program Section	42.46	
Technical Services	99.72	
Construction Branch	496.78	
Region Office Charges	47.38	
EEO	245.92	
Total Construction Cost	$185,610.75	$ 2,947.15

SUMMARY

Total Participating P.E. Cost	$ 15,330.65
Total Participating Const. Cost	185,610.75
Total Participating Cost	$200,941.40

FEDERAL FUNDS

P.E. (88.15%)	$ 13,513.97	
Const. (88.15%)	163,615.88	(177,129.85)
Subtotal		23,811.55
Less State Share 1/2 Balance		(11,905.78)
Plus Non Participating County Cost		3,105.17
Less County's Advance Deposits AD #83-78		(12,700.00)
BALANCE DUE FROM COUNTY		$ 2,310.94

*Total engineering cost exceeded federal 15% limit for construction engineering.

MKS:me

11/08/86

JOB COST SUMMARY
EA SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

9715

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURR MON
C09715	000		440	0521	SF02	
C09715	000		440	0521		
C09715	000		440			
C09715	000		598	1094		
C09715	000		598	1094		
C09715	000		598			
C09715	000					
C09715	000	050	001	0500		
C09715	000	050	001	0500		
C09715	000	050	001			
C09715	000	050				
C09715	000	900	100	0826		
C09715	000	900	100	0826		
C09715	000	900	100			
C09715	000	900				
C09715	000	940	551	1094		
C09715	000	940	551	1094		
C09715	000	940	551			
C09715	000	940				
C09715	000					
C09715	010	900	598	0521		
C09715	010	900	598	0521		
C09715	010	900	598			
C09715	010	900				
C09715	010					
C09715	011		332	0521		
C09715	011		332	0521		
C09715	011		332			

```
        JOB COST SUMMARY                                                          GE      17
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
   PAYROLL CHARGES ARE LOADED

      CREW       MSA               CURRENT                     CURRENT
IL   NUMBER     FIELD               MONTH                      BALANCE

      0521      SF02                      280.00-                    280.00-
      0521                                280.00-                    280.00-

                                          280.00-                    280.00-

      1094                                   .00                        .00
      1094                                   .00                        .00

                                             .00                        .00

                                          280.00-                    280.00-

      0500                                   .00                     288.10
      0500                                   .00                     288.10

                                             .00                     288.10

                                             .00                     288.10

      0826                                   .00                      11.00
      0826                                   .00                      11.00

                                             .00                      11.00

                                             .00                      11.00

      1094                                   .00                      64.00
      1094                                   .00                      64.00

                                             .00                      64.00

                                             .00                      64.00

                                          280.00-                     83.10

      0521                                   .00                     110.85
      0521                                   .00                     110.85

                                             .00                     110.85

                                             .00                     110.85

                                             .00                     110.85

      0521                                   .00                   5,479.95
      0521                                   .00                   5,479.95

                                             .00                   5,479.95
```

280

Audit Service

288.10

299.10

110.85 No Particip

Consultant ADD

```
11/08/86                                   JOB COST SUMMARY
                            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                       PAYROLL CHARGES ARE LOADED

                                                      CREW       MSA              CURR
           EA       SUBJOB   ACTIVITY   OBJ-DETAIL    NUMBER     FIELD             MON

         C09715      011

         C09715      011       050         001         0500
         C09715      011       050         001         0500

         C09715      011       050         001

         C09715      011       050         110         0500
         C09715      011       050         110         0500

         C09715      011       050         110

         C09715      011       050         112         0500
         C09715      011       050         112         0500

         C09715      011       050         112

         C09715      011       050         548         0966
         C09715      011       050         548         0966

         C09715      011       050         548

         C09715      011       050

         C09715      011       900         598         0521
         C09715      011       900         598         0521

         C09715      011       900         598

         C09715      011       900

         C09715      011

         C09715
```

JOB COST SUMMARY
BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
			.00	5,479.95
	0500		.00	265.94
	0500		.00	265.94
			.00	265.94
	0500		.00	20.00
	0500		.00	20.00
			.00	20.00
	0500		.00	24.70
	0500		.00	24.70
			.00	24.70
	0966		.00	192.00
	0966		.00	192.00
			.00	192.00
			.00	502.64
	0521		.00	~~5,590.80-~~
	0521		.00	~~5,590.80-~~
			.00	~~5,590.80-~~
			.00	~~5,590.80-~~
			.00	391.79
			280.00-	585.74

Audit Services

9715

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

[illegible]

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon	**FEDERAL AID PROJECT NO.** RS-A 426(2)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 8/17/83 To: 1/09/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
188,557.90	185,610.75	.8815	163,615.88	163,615.88	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 9/30/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-76) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	HATCHET CREEK SLIDE SECTION BEAVER HILL-SEVEN DEVILS ROAD COOS COUNTY					
	Construction Type Code E000 Roadway Sta. "L4" 1+48.68 thru EQ "L4" 19+33.03 BK = "L3" 18+67.13 Ah. to Sta. "L3" 20+06.36)					
	Final Contract Payment Summary	Lump Sum			$160,373.57	✓
	Construction Engineering					
	Work by Luckman Engineering & Surveying	All Required			✓ $ 22,916.15	✓
	State	All Required			1,139.89	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 24,056.04**	
	Misc. Project Cost					
	Audit Expense	All Required			$ ✓ 935.22	✓
	Monitor Equal Opportunity Employment	All Required			✓ 245.92	
	TOTAL MISC. PROJECT COST				**$ 1,181.14**	
	TOTAL PARTICIPATING PROJECT COST				**$185,610.75**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 794.36	✓
	Construction Engineerinng	All Required			2,152.79	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 2,947.15**	
	TOTAL PROJECT COST				**$188,557.90**	
	Prepared based on Participating cost as shown on the Federal Billing as of 10/02/86.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 421

DESCRIPTION	PREFIX		FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	505	1093	948	00	P 1			100.45	81	84
			TOT		P1			647,600.67		
			TOT		N1			1,792.26		
			** JOB TOTALS **			**	**	649,392.93 **		
SCAPPOOSE CR BR	CONT NO 9421 * FA PROJ NOS BRS 8743001 100								STATE	
	505	1098	201	00	P 1			139,977.49	82	82
	505	1098	296	00	N 9			169,899.54CR	82	83
	505	1098	297	00	N 9			40,730.72	82	83
	505	1098	298	00	N 9			129,168.82	82	83
	505	1098	900	00	P 1			762.39	82	83
	505	1098	900	00	N 1			574.46	83	83
	505	1098	904	00	P 1			17,703.56	82	83
	505	1098	904	00	N 1			5,514.06	82	82
	505	1098	915	00	P 1			486.91	83	83
	505	1098	920	00	P 1			48.74	82	82
	505	1098	940	00	P 1			1,111.60	82	82
	505	1098	941	00	P 1			142.96	82	82
	505	1098	942	00	P 1			135.36	82	82
	505	1098	944	00	P 1			230.31	82	82
	505	1098	945	00	P 1			367.08	82	83
	505	1098	948	00	P 1			494.62	82	83
			TOT		P1			161,461.02		
			TOT		N1			6,088.52		
			** JOB TOTALS **			**	**	167,549.54 **		
HATCHET CR SLIDE-BEAVER HILL	CONT NO 9715 = FA PROJ NOS RS A426002 100								STATE	
	506	1084	201	00	P 1		60,335.24	160,373.57	83	85
	506	1084	204	00	P 1		5,001.92		83	85
	506	1084	206	00	N 1		794.36	794.36 ✓	85	85
	506	1084	270	01	P 1			280.00	84	84
	506	1084	295	00	N 9			684.93	84	84
	506	1084	296	00	N 9	42.12CR	86,393.19CR	176,636.29CR	83	85
	506	1084	297	00	N 9		4,961.46	10,948.71	83	85
	506	1084	298	00	N 9	42.12	81,431.73	165,002.65	83	85
	506	1084	900	00	P 1	2,043.15CR	3,761.28	4,239.45	83	85
	506	1084	900	00	N 1	2,041.94	2,041.94	#10B5 2,041.94 5479.9	85	85
	506	1084	904	00	P 1			17,436.20	83	84
	506	1084	915	00	P 1			144.48	84	84
	506	1084	920	00	P 1	.11CR	24.28	42.46	83	85
	506	1084	940	00	P 1	.29CR	187.08	263.08 +64	83	85
	506	1084	942	00	P 1			126.47	83	84
	506	1084	944	00	P 1	.36CR	90.29	99.72 ✓	83	85
	506	1084	945	00	P 1	1.87CR	496.78	496.78 ✓	84	85
	506	1084	946	00	P 1	2.31CR	512.24	512.24 ✓	84	85
	506	1084	948	00	P 1			875.49	83	84
	506	1084	985	00	P 1			245.92	83	84

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    JUNE 1985      PAGE  422
                                                                              FISCAL        GRAND TOTAL     ACTIVE YRS
     DESCRIPTION                     PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE    TO DATE        BEG    END

                                               TOT      P1        2,048.09CR      70,409.11     185,135.86
                                               TOT      N1        2,041.94         2,836.30       2,836.30✓
                                            ** JOB TOTALS **          6.15CR**    73,245.41  **  187,972.16  **

   COOS RV HWY MP 4.7          CONT NO        FA PROJ NOS HES A431001 100                                        STATE
                                      506    1091    296     00 N 9                     1,329.66CR     1,329.66CR    84     85
                                      506    1091    298     00 N 9                     1,329.66       1,329.66      84     85
                                      506    1091    900     00 P 1           4.14CR    1,283.81       1,283.81      84     85
                                      506    1091    915     00 P 1            .59CR      130.69         130.69      85     85
                                      506    1091    920     00 P 1            .18CR       39.49          39.49      84     85
                                      506    1091    948     00 P 1            .08CR       18.42          18.42      85     85
                                                     TOT        P1            4.99CR    1,472.41       1,472.41
                                                  ** JOB TOTALS **            4.99CR**  1,472.41  **   1,472.41  **

   STEEL CREEK BRIDGE          CONT NO        FA PROJ NOS BRS A396002 100                                        STATE
                                      506    1095    900     00 P 1       2,669.37      2,669.37       2,669.37      85     85
                                      506    1095    920     00 P 1          36.67         36.67          36.67      85     85
                                      506    1095    944     00 P 1           7.00          7.00           7.00      85     85
                                                     TOT        P1        2,713.04      2,713.04       2,713.04
                                                  ** JOB TOTALS **        2,713.04  **  2,713.04  **   2,713.04  **

   GERKE RD-FOREST BOUNDARY    CONT NO 0028   FA PROJ NOS SR  B373003 100                                        STATE
                                      507    1053    296     00 N 9         133.42CR      133.42CR       133.42CR    85     85
                                      507    1053    298     00 N 9         133.42        133.42         133.42      85     85
                                      507    1053    900     00 P 1       4,526.40      4,526.40       4,526.40      85     85
                                      507    1053    920     00 P 1            .17CR       38.35          38.35      85     85
                                      507    1053    921     00 P 1         283.44        283.44         283.44      85     85
                                      507    1053    944     00 P 1           4.96          4.96           4.96      85     85
                                      507    1053    946     00 P 1         291.28        291.28         291.28      85     85
                                      507    1053    950     00 P 1           1.47          1.47           1.47      85     85
                                                     TOT        P1        5,107.38      5,145.90       5,145.90
                                                  ** JOB TOTALS **        5,107.38  **  5,145.90  **   5,145.90  **

   S BANK CHETCO R RD U'XING   CONT NO 9285 * FA PROJ NOS RS  A301003 100                                        STATE
                                      508    1063    201     00 P 1                                  282,516.42      81     82
                                      508    1063    206     00 N 1                                      232.45      82     82
                                      508    1063    240     02 P 1                                    2,739.10      82     83
                                      508    1063    270     01 P 1                                    2,016.08      81     82
                                      508    1063    296     00 N 9                                  310,468.77CR    81     83
                                      508    1063    297     00 N 9                                   19,753.51      81     83
                                      508    1063    298     00 N 9                                  290,715.26      81     83
                                      508    1063    900     00 P 1                                   39,756.50      81     83
                                      508    1063    900     00 N 1                                       73.47      81     81
                                      508    1063    915     02 P 1                                      256.47      82     83
                                      508    1063    920     00 P 1                                       85.63      81     81
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 075

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: RS -A426-002									
F02898									
C09715 -000	83.10	1.17	83.10						
C09715 -010	2,947.15	.00	.00						
C09715 -011	185,527.65	163,614.71	185,527.65						
AGREEMENT TOTALS	188,557.90	163,615.88	185,610.75	88.15	163,615.88	163,615.88	.00		.00
ED PROJ TOTALS	188,557.90	163,615.88	185,610.75		163,615.88	163,615.88	.00		.00
FEDERAL PROJECT: RS -A432-001									
F02901									
C5061977-011	13,802.61	12,167.00	13,802.61						
AGREEMENT TOTALS	13,802.61	12,167.00	13,802.61	88.15	12,429.00	12,167.00	.00		.00
FED PROJ TOTALS	13,802.61	12,167.00	13,802.61		12,429.00	12,167.00	.00		.00
FEDERAL PROJECT: RS -A462-001									
F02991									
C09021 -010	202.78	.00	.00						
C09021 -011	1,159,983.76	1,022,873.68	1,159,983.76						
AGREEMENT TOTALS	1,160,186.54	1,022,873.68	1,159,983.76	88.18	1,022,873.68	1,022,873.68	.00		.00
FED PROJ TOTALS	1,160,186.54	1,022,873.68	1,159,983.76		1,022,873.68	1,022,873.68	.00		.00
FEDERAL PROJECT: RS -A465-002									
F02998									
C09677 -000	38,878.19	892.97	38,878.19						
C09677 -001	1,435.86	.00	.00						
C09677 -010	900.00	.00	.00						
C09677 -011	1,623,985.82	1,464,921.65	1,623,985.82						
AGREEMENT TOTALS	1,665,199.87	1,465,814.62	1,662,864.01	88.15	1,465,889.87	1,465,814.62	.00		.00
F02999									
C09677 -081	5,835.00	5,143.55	5,835.00						
AGREEMENT TOTALS	5,835.00	5,143.55	5,835.00	88.15	5,143.55	5,143.55	.00		.00
F03001									

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 10/31/86

02 HIGHWAY DIVISION

C09715 -011 HATCHET CR SLIDE-BEAVER HILL EA TYPE : 07 MINOR WIDENING OF EXISTING ROUTE TOTAL: GRAND
EA STATUS: 06 PROJECT IS COMPLETE - DO NOT POST F RESP UNIT: 8011 PROJECT MANAGER-8011-REGION

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
PRIOR TO JULY 1, 1985 EXPENDITURES			185,135.86		
CONTRACT AND UTILITY RELOC PYMTS					
OBJ: 332 CONSULTANT FEES - DESIGN ENGINEERIN			5,479.95		
EXPENDITURES BY ACTIVITY					
ACT: 050 AUDIT SERVICES			502.64		
ACT: 900 PROJECT ENGINEERING - FIELD OFFICES			5,590.80-		
TOTAL EXPENDITURES BY ACTIVITY			5,088.16-		
TOTAL EXPENDITURES			185,527.65		
REVENUES					
PRIOR TO JULY 1, 1985 REVENUES			163,197.26		
843000 FEDERAL REVENUES AS OTHER FUNDS					
41 FEDERAL AID - RURAL SECONDARY		34.12-	417.45		
TOTAL REVENUES		34.12-	163,614.71		

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                                           OREGON DEPARTMENT OF TRANSPORTATION
                                             JOB COST SUMMARY BY EA/SUBJOB
                                                   AS OF 10/31/86

02  HIGHWAY DIVISION

C09715  -000       HATCHET CR SLIDE-BEAVER HILL       EA TYPE   :   07  MINOR WIDENING OF EXISTING ROUTE
  EA STATUS: 06   PROJECT IS COMPLETE - DO NOT POST F   RESP UNIT: 8011  PROJECT MANAGER-8011-REGION          TOTAL   GRAND

                                                                                        TOTAL-       PCT OF
                                                     BUDGET       CURRENT MONTH         TO-DATE      BUDGET      ENCUMBRANCE
 EXPENDITURES

   STATE FORCE ORDER WORK
     SF02       STATE FORCE ORDER NO.2                                280.00-           280.00-

   EXPENDITURES BY ACTIVITY
     ACT: 050   AUDIT SERVICES                                                          288.10
     ACT: 900   PROJECT ENGINEERING - FIELD OFFICES                                      11.00
     ACT: 940   MATERIALS TESTING                                                        64.00
   TOTAL EXPENDITURES BY ACTIVITY                                                       363.10

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT         TITLE          OBJ          DESC
     1094 SOILS & GEOLOGY CR 598 LUMP SUM - ENGINE

 TOTAL EXPENDITURES                                                   280.00-            83.10

 REVENUES

   843000  FEDERAL REVENUES AS OTHER FUNDS                                                1.17
     41  FEDERAL AID - RURAL SECONDARY

 TOTAL REVENUES                                                                           1.17
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                                        OREGON DEPARTMENT OF TRANSPORTATION
                                          JOB COST SUMMARY BY EA/SUBJOB
                                                AS OF 10/31/86

02  HIGHWAY DIVISION

C09715  -010     HATCHET CR SLIDE-BEAVER HILL         EA TYPE   :   07  MINOR WIDENING OF EXISTING ROUTE
  EA STATUS: 06  PROJECT IS COMPLETE - DO NOT POST F  RESP UNIT: 8011  PROJECT MANAGER-8011-REGION        TOTAL:  GRAND

                                                                                 TOTAL-      PCT OF
                                                BUDGET      CURRENT MONTH       TO-DATE      BUDGET     ENCUMBRANCE

 EXPENDITURES

   PRIOR TO JULY 1, 1985
     EXPENDITURES                                                               2,836.30

   EXPENDITURES BY ACTIVITY
     ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                110.85

 TOTAL EXPENDITURES                                                             2,947.15

 REVENUES

   PRIOR TO JULY 1, 1985
     REVENUES                                                                  11,633.64

 TOTAL REVENUES                                                                11,633.64
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                                         OREGON DEPARTMENT OF TRANSPORTATION
                                           JOB COST SUMMARY BY EA/SUBJOB
                                                AS OF 10/31/86

02  HIGHWAY DIVISION

C09715  -           HATCHET CR SLIDE-BEAVER HILL          EA TYPE  :   07  MINOR WIDENING OF EXISTING ROUTE
  EA STATUS: 06  PROJECT IS COMPLETE - DO NOT POST F     RESP UNIT: 8011  PROJECT MANAGER-8011-REGION          TOTAL:  GRAND


                                                                                         TOTAL-          PCT OF
                                                         BUDGET        CURRENT MONTH     TO-DATE         BUDGET      ENCUMBRANCE
 EXPENDITURES

   PRIOR TO JULY 1, 1985
     EXPENDITURES                                                                      187,972.16

   STATE FORCE ORDER WORK
     SF02       STATE FORCE ORDER NO.2                                  280.00-           280.00-

   CONTRACT AND UTILITY RELOC PYMTS
     OBJ: 332  CONSULTANT FEES - DESIGN ENGINEERIN                                      5,479.95

   EXPENDITURES BY ACTIVITY
     ACT: 050  AUDIT SERVICES                                                             790.74
     ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                      5,468.95-
     ACT: 940  MATERIALS TESTING                                                           64.00
   TOTAL EXPENDITURES BY ACTIVITY                                                       4,614.21-

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT        TITLE        OBJ         DESC
     1094 SOILS & GEOLOGY CR 598 LUMP SUM - ENGINE

 TOTAL EXPENDITURES                                                     280.00-        188,557.90

 REVENUES

   PRIOR TO JULY 1, 1985
     REVENUES                                                                          174,830.90

   843000  FEDERAL REVENUES AS OTHER FUNDS
     41  FEDERAL AID - RURAL SECONDARY                                   34.12-           418.62

 TOTAL REVENUES                                                          34.12-        175,249.52
```

9715

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved: OMB No. 2125-0529 Exp. Date 8/31/85
MONTHLY TRANSACTION NUMBER 7-405		State OREGON
PROJECT REPORT NUMBER		County COOS
MODIFICATION NUMBER 2	7-23-86	Project Number RS-A426(2)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 18, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 191,646	$ 185,650
Federal funds	$ 168,935	$ 163,650
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of JUL, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout
for
Manager, Program Section
(Title)

~~By~~ XX FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OR JULY 15, 1986

FEDERAL AID PROJECT NO. RS-A426(2)

HATCHET CREEK SLIDE SECTION
COUNTY ROAD
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE E000
ROADWAY (Sta. "L4" 1+48.66 thru EQ "L4" 19+33.03 BK = "L3" 18+67 Ah. to "L3" 20+06.36)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment Foundation Excavation	$ 1.80	1,890	$ 3,402	911.67	$ 1,641.00
Trench Excavation 0-4 Feet Deep	1.65	1,640	2,706	663.64	1,095.00
1"-0 Aggregate Base	11.84	4,400	52,096	4,178.38	49,472.00
	SUBTOTALS		$58,204		$ 52,208.00

(-) DECREASE $5,996.00

SUBTOTAL from Previous Estimate of July 6, 1984		$191,646.00
	(-)	5,996.00
	TOTAL	$185,650.00

Length of Project ----------------- 0.364 miles

Cost of Roadway Per Mile ---------- $510,027.48

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	PRO RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Roadway	075	88.15%	$185,650	$163,650	$11,000	$11,000

Subjob 010: 0%; Subjob 011: 100%
Contract No. C09715
Prefix: C506-1979
Prefix: C506-1084

DDB:pf

9715

STATE COPY

TO BE COMPLETED BY FH	U.S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 7-55		County Coos
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-11-84	Project Number RS-A426(2)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 18, 1983.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 166,830.00	$ 191,646.00
Federal funds	$ 147,060.00	$ 168,935.00
Other revisions		

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 6, 1984

FEDERAL AID PROJECT NO. RS-A426(2)

Hatchet Creek Slide Section
Beaver Hill-Seven Devils Road
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE E000
Roadway (Sta. "L4" 1+48.68 through EQ "L4" 19+33.03 BK. = "L3" 18+67.13 Ah. to Sta. "L3" 20+06.36)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 1.80	34,000	$61,200.00	37,381.4	$ 67,286.52
24-Inch Culvert Pipe	26.40	60	1,584.00	150	3,960.00
Slide Stabilization (PA #1)	11,200.00			All Required	11,200.00
		Subtotals	$62,784.00		$ 82,446.52

Increase	$ 19,662.52
Subtotal from Project Agreement Estimate of October 3, 1983	146,986.82
Subtotal	$166,649.34
Engineering	24,996.66
Total	$191,646.00

Length of Project ---------------- 0.364 mi.

Cost of Roadway per mile --------- $526,500.00

Federal Funds (88.15%)	$168,935.00
State Funds (5.925%)	11,355.50
County Funds (5.925%)	11,355.50
Total	$191,646.00

Group 1: 100%
Contract No. 9715
Prefix: 506-1979
Prefix: 506-1084

WH:me

9710

5

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-123	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-18-83	State Oregon County Coos Project No. RS-A426(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hatchet Creek Slide

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-17-83	0.364

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 166,830.00	FEDERAL FUNDS $ 147,060.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 10-18-83

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon October 3, 1983

Federal-Aid Project No. RS-A426(2)

Hatchet Creek Slide Section
Beaver Hill-Seven Devils Road
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code E000
Roadway (Sta. "L4" 1+48.68 thru EQ "L4" 19+33.03 Bk.=
("L3" 18+67.13 Ah. to Sta. "L3" 20+06.36)

Mobilization		All Required		$ 7,168.75
Flagmen	60	Hour	7.27	436.20
Clearing and Grubbing		All Required		5,045.25
General Excavation	34,000	Cu. Yd.	1.80	61,200.00
Embankment Foundation Excavation	1,890	Cu. Yd.	1.80	3,402.00
Trench Excavation 0-4 feet Deep	1,640	Lin. Ft.	1.65	2,706.00
Trench Excavation 4-10 feet Deep	370	Lin. Ft.	2.20	814.00
Finishing Roadbed and Slopes		All Required		1,627.50
1"-0 Aggregate Base	4,400	Ton	11.84	52,096.00
24-inch Culvert Pipe	60	Lin. Ft.	26.40	1,584.00
6-inch Drain Pipe	590	Lin. Ft.	1.76	1,038.40
6-inch Perforated Pipe	1,360	Lin. Ft.	2.95	4,012.00
Special Filter Material in Drains	198	Cu. Yd.	13.14	2,601.72
Seeding and Mulching		All Required		3,255.00
			Subtotal	$ 146,986.82
			Engineering	19,843.18
			Total	$ 166,830.00

Length of Roadway 0.364 mi.
Cost of Roadway per mile $458,324.18

Work retained in program		
Slide Correction	All Required	$ 10,000.00

Federal Funds (88.15%)	$ 147,060.00
State Funds (5.925%)	9,885.00
County Funds (5.925%)	9,885.00
Total	$ 166,830.00

Group 1	100%
Contract No.	9715
Prefix:	506-1979
Prefix:	506-1084

1715

9715

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 10/14/85	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-A426(2)
COMPLETION DATE (Actual) 6/23/84	ACCEPTANCE DATE BY CONRTACT AGENCY 4/16/85	TIME ELAPSED 100 %	CONTRACT TIME 6/23/84

LOCATION Hatchet Creek Slide Sect. of the Beaver Hill-Seven Devils Co. Road, approx. 9.0 miles NW of Coquille.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JAN 10 '86
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ
cy 1/13

1. Description of Improvement as Programed:

   A. Construction of roadbed embankment, aggregate base and asphalt concrete pavement.

   B. Installation of guard rail.

   ~~C. Construction of Bridge No. 5150A over the S. Santiam River. Length: 390 feet. Roadway width: 36.0 feet.~~ Discussed correction with Bruce Walton on 1-8-86 JB

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: John A. Pfeifer Co. dba Badger Excavation

3. Contract Amount: $146,986.82

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C O Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Wallace M Bryant		SIGNATURE Original Signed [illegible] G. K. H[illegible]SSNE[illegible] Field [illegible] [illegible]	
TITLE Area Engineer	DATE 1-8-86	TITLE Field Operations Engineer	DATE JAN - [illegible] 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

April 26, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9715

Gentlemen or Ladies:

Contract No. 9715 awarded to John A. Pfeifer Const. Co. dba Badger Excavation for work on the Hatchet Creek Slide Section of the Beaver Hill-Seven Devils Road in Coos County was completed on August 20, 1984, and accepted by the State Highway Division on April 16, 1985.

Final payment in the amount of $5,302.59 will be released to the contractor after May 1, 1985. The total contract amount is $160,373.57 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: John A. Pfeifer Const. Co. dba
Badger Excavation
PO Box 396
Silverton, OR 97381

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
James J. Gix

9715

1

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

December 17, 1984

Mr. Steve Larsen
Badger Excavation dba
John A. Pfeifer Construction Co.
443 N Water St
Silverton,OR 97381

Re: OSHD #9715 Hatchet Creek Slide Section, Coos County
Sub: Zellner Excavating
Surety: United Pacific Reliance

Gentlemen:

This will acknowledge receipt of your check in the amount of $286.58 representing full payment of contributions for hours worked for Zellner Excavating on the above project through June, 1984.

Thank you for your attention and courtesies.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:dll

cc: United Pacific Reliance
Department of Transportation ✓

RECEIVED
DEC 19 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec -
no claim filed
info only

AGC · INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

I.U.O.E.
Local 701

Employer Trustees
W. RAY ROGERS, Chairman
LLOYD BABLER, JR.
ARTHUR WEEKS
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, Secretary
CHARLES MARLIN
CHARLES WALLING
FRANCIS WICKLANDER

AGC
Oregon-Columbia
Chapter

2929 N.W. 31st AVE. • SUITE B210 • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

9715

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 336 011 765

July 12, 1984

John A. Pfeifer Construction Co.
dba Badger Excavation
443 N Water
Silverton,OR 97381

Re: Project - OSHD 9715 - Hatchet Creek Slide Section
Coos County
General - John A. Pfeifer Construction Co. dba
Badger Excavation
Sub - Zellner Excavation
Surity - United Pacific Insurance
Bond No. - U504338

Gentlemen:

This is to advise you that Zellner Excavating is delinquent in payment of fringe benefits to the AGC-Operating Engineers Local 701 Trust Funds for hours worked on the above project.

Please be advised that we are hereby making claim against the retainage and bond on the above project.

After we have reviewed the certified payrolls, we will notify you of the total amount due.

We would appreciate you advising us when Zellner Excavating has completed their work on this project.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator
BJW:dll

no reply -
as needs amt
due to file claim

11-19-84
heard nothing

RECEIVED
JUL 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Zellner Excavating #336 011 955
United Pacific Insurance #336 011 956
Department of Transportation #336 011 957
Secretary of State #336 011 958

I.U.O.E.
Local 701

AGC · INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
W. RAY ROGERS, *Chairman*
LLOYD BABLER, JR.
A. J. CASTELBOUNO
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
CHARLES MARLIN
CHARLES WALLING
FRANCIS WICKLANDER

AGC
Oregon-Columbia
Chapter

1208 S.W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

November 16, 1984

CON

John A. Pfeifer Construction Co.
dba Badger Excavation
P.O. Box 396
Silverton, Oregon 97381

Time Extension Request
Hatchet Creek Slide
Contract No. 9715
FAP No. RS-A426(2)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional eight calendar days is granted for the reasons requested.

The adjusted contract time of completion for phase "b" of this project is June 23, 1984. This will eliminate all liquidated damages under this contract.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
Frank Morrison w/att.
Rockne R. Luckman w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: October 18, 1984

W.J. Quinn

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Adjustment of Contract Time
Hatchet Creek Slide
Contract No. 9715

After reviewing the contractor's reasons for requesting a time extension and a discussion with Frank Morrison, I feel there is justification for granting eight days.

The project was suspended for the winter because of adverse weather conditions; after one week of good weather in April, 1984, the County requested the contractor to begin work again. This request was premature because the weather became inclement and the subgrade was damaged. Because the contractor had to work under unfavorable conditions, the work took longer to complete than it would have if they had waited until better conditions existed. Seven days should be granted for this reason.

An additional culvert was also installed as an extra-work item, and one day should be granted for this work.

wjq/ba

11-13-84

cc: F. Morrison

W. E. Schwartz -

I concur with Region & Project Mgr. and recommend an 8 C.D. time extension.

CE____CAE____ RECEIVED LS____ TC____
COE____OM____ SA____CC____
CA____ OCT 23 1984 FE____
CAM____ MA____
CP____ CONSTRUCTION QCS____
EEO____ SECTION FILE____

-125-1367

9715 11-1-84 Coos Co.

[illegible]

ROCK LUCKMAN
PROFESSIONAL ENGINEER
REGISTERED SURVEYOR

565 NORTH BANK ROAD
RT #1 BOX 565
COQUILLE OREGON 97423
(503) 396-2606

Resident Engineer's Narrative Report

Project: **Hatchet Creek Slide**
Highway: Beaver Hill-Seven Devils Road No.208
County: Coos
Contract No.: 9715
Prefix: 506 1034
F.A. No.: RS-A426(2)

The project was awarded with two completion dates, due to the time of year in which the contract was bid. The reason for two completion dates was to allow a portion of the road to be used during the winter months. During construction traffic was routed around the project area on an old county road. The county wanted to remove this traffic from the detour during the winter months because the detour had structural and alignment limitations. The first construction date was exceeded and a time extension was granted, but this time extension could have been avoided if the project had been awarded with greater restriction on the work area. The first completion date was set for completion of roadbed to finish subgrade between stations 12+00 and 13+00. If something could have been placed in the specifications requiring the contractor to complete the work on said stations before beginning the remainder of work, the time extension wouldn't have been needed. On this small project the item to control was general excavation, and the remainder of the work would have taken care of itself.

There weren't any major problems on the project. the largest change was in the amount of pipe used on the project. During construction it was determined that a greater amount of 24 inch culvert was needed and less 6 inch drain and perforated pipe.

1 Versteeg ✓
Anderson
2 Adams
4 Ilecnab
Edwards
Terpin
Trout
Wakeslig

RECEIVED
NOV 15 1984
ROAD DESIGN SECTION

Do ot the
Return
Bring Up
Action

Prior to construction it was thought a large amount of embankment foundation excavation would be needed between stations 5+00 through 10+00, but since it wasn't required, the perforated pipe could be designed to flow into the 24inch culverts, thus reducing the amount of 6 inch pipe.

LUCKMAN ENGINEERING & SURVEYING

ROCK LUCKMAN

PROFESSIONAL ENGINEER
REGISTERED SURVEYOR

565 NORTH BANK ROAD
RT. #1, BOX 565
COQUILLE, OREGON 97423
(503) 396-2600

Statement of Overruns and Underruns

Project: Hatchet Creek Slide
Highway: Beaver Hill-Seven Devils Road No.208
County: Coos
Contract No.: 9715
Prefix: 506 1084
F.A. No.: RS-A426(2)

Item No.	Item	Unit	Original	Semifinal	±%
	Bid Items	$	146,986.82	145,840.98	-1
	Anticipated	$	20,000.00	12,730.00	-36
	Contingencies	$	7,514.41	0.00	0
	Engineering	$	15,028.81	23,000±	+53
	Liquidated Damages	$	0.00	-1,200.00	0
	Total	$	189,530.04	180,270.98	-5

Individual Overruns and Underruns

1.	Mobilization	Lump	7,168.75	7,168.75	0
2.	Flagmen	Hour	60	0	-100
3.	Clearing & Grubbing	Lump	5,045.25	5,045.25	0
4.	Gen. Excav.	Cu/Yd	34,000	37,381.40	+10

Excavation was paid to neat section, the overrun was due to underestimating during preliminary engineering. The general excavation was one of the larger items and was just under 10% of the original amount.

5.	Embankment Foundation Excavation	Cu/Yd	1,890.00	834.00	-56

It was thought during preliminary engineering that a large amount of embankment foundation excavation would be required from station 5+00± thru 10+00±. Originally 3 to 6 feet of material was to be removed from this area, but only 0 to 3 feet was removed from this area, thus the underrun.

Item No.	Item	Unit	Original	Semifinal	±%
6.	Trench Excavation 0-4 Feet deep	Lin/Ft	1,640.00	664.00	-60

During preliminary engineering it was thought that a large amount of drain and perforated pipe would be required for this project, but during construction the amount of said pipe was reduced, thus the amount of trench excavation reduced.

7.	Trench Excavation 0-10 Feet deep	Lin/Ft	814.00	508.00	-37

Same reason as Item No.6

8.	Finishing Roadbed& Slopes	Lump	1,627.50	1,627.50	0
9.	1"Agg.Base	Ton	4,400	4,178.41	-5

This item with-in acceptible limit and was all that was needed for project.

10.	24" Culvert Pipe	Lin/Ft	60	150	+150

This item has asmall original quantity, thus the amount changed indicated a large overrun. The reason for overrun is as follows: The two culverts which were extended were on a skewed angle and required an additional length more than was originally calculated. During construction it was determined that an additional culvert aws needed at station 18+00.

11.	6" Drain Pipe	Lin/Ft	590	168	-71

It was found during construction that the perforated pipes could be located so that the outlets were into the 24" culvert pipes, thus reducing the need of drain pipe to carry the water from the perforated pipe away from the slide areas.

12.	6" Perforated Pipe	Lin/Ft	1360	820	-40

During construction the material found was of a better quality than anticipated, thus the amount of perforated pipe was reduced.

Item No.	Item	Unit	Original	Semifinal	±%
13.	Special Filter Material in Drains	Cu/Yd	198.00	121.50	-39

The amount of perforated pipe was reduced for this project thus, the amount of filter material in drains was reduced.

14.	Seeding & Mulching	Lump	3,255.00	3,255.00	0
PA 1.	Slide Stabilization	Lump	10,000	11,200	+12

This was the amount the contractor requested for the work and it was thought the amount was justified.

PA 2.	Slide Stabilization	Lump	10,000	1,530	-85

The slide area moved very little during the winter months, vegetation was beginning to grow and the ground was still wet, thus it was determined to do very little work on the slide area.

98999	Contingencies		7514.41	0.00	-
99999	Engineering		15,028.81	23,000±	+53

The charges for engineering were the minimum amount needed for completion of the project.

9715

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FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Hatchet Creek Slide	WEEK ENDING July 14, 1984
		SECTION PREFIX 506-1084
	HIGHWAY B.Hill-7-D.Co.Rd.#208	COUNTY Coos
NAME OF JOB Hatchet Creek Slide	KIND OF WORK Grading and Aggregate Base	
CONTRACTOR John A. Pfeifer Const. Co. dba Badger Excavation	CONTRACT NUMBER 9715	FEDERAL AID PROJECT NUMBER R.S. A 426 (2)
DATE OF CONTRACT Sept. 14, 1983	DATE WORK STARTED Sept. 30, 1983	ESTIMATED COMPLETION DATE June 23, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 189,530.04	SPECIFIED COMPLETION DATE June 15, 1984	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 174,501.23	ENGINEERING AUTHORIZATION $ 15,028.81	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 174,501.23	ENGINEERING COST TO DATE $ 20,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 88
ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 133 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.4				
MILES PARTIALLY COMPLETED	0				
MILES COMPLETED	0				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	35890				
TOTAL QUANTITIES CORRECTED TO DATE	39271.4				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	39271.4				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Clear			
MONDAY 9	Clear			
TUESDAY 10	Clear			
WEDNESDAY 11	Clear			
THURSDAY 12	Clear			
FRIDAY 13	Clear			
SATURDAY				

CE ....CAE ...... RECEIVED LS ...... TC ......
CO ....CM ...... SA ...... CC ......
CA .... JUL 1[illegible] 1984 FE ....
CAT ...... MA ....
CP .... CONSTRUCTION GCS ....
LO .... SECTION FILE ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	No contractor activity
MONDAY 9	No contractor activity
TUESDAY 10	No contractor activity
WEDNESDAY 11	No contractor activity
THURSDAY 12	No contractor activity
FRIDAY 13	No contractor activity
SATURDAY 14	No contractor activity

REMARKS

On Tuesday, July 10, 1984 Bill Quinn and Frank Morrison from the Oregon State Highway Department, Wally Bryant from the Federal Highway Administration and Rockne Luckman, Consulting Engineer, conducted the final inspection on the project.

SIGNED Rockne K. Luckman LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9715

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 CON 5

TO: H. H. Patterson
Construction Office Manager

DATE: June 28, 1984

B. M. Walton by mK

FROM: B. M. Walton
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9715, Work Completed June 23, 1984

Project Hatchet Creek Slide

Highway Beaver Hill-7 Devils Rd. (Co. Rd. #208)

County Coos

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ____________________

Construction Office Manager

BMW:mk

cc: J. B. Boyd
Dave Canfield
Don Harwell
Max Klotz
Jack Sullivan
Don Wackerbarth
Hank Wakerlig

CPC/FM1

PROGRAM SECTION
JUN 28 '84
Manager
Resource Un
Project Uni
Program Un
REFER TO
Circle one [illegible] F/R
Act [illegible] [illegible] File

W
H

11-123-1387

9715

5-23-84.

PROPOSED FISCAL YEAR 1985 PROJECT INFORMATION

Proposed Applicant: COOS COUNTY

Type of Federal Funds: FAS - C

Street or Road: BEAVER HILL-SEVEN DEVILS ROAD F. A. Route No. 0.5± mile

Section: HATCHET CREEK SLIDE REPAIR Length: ____

Type of Work Involved:

	Yes	No
Grading		X
Paving		X
Structures		X
Signals		X
Illumination		X
Railroad Protection		X
Right-of-Way		X
Preliminary Engineering	X	
Other: ____		

* * * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1985).

Phase	Yes	No	Total Cost
Preliminary Engineering	X		$ 10,000±
Right-of-Way		X	$
Construction		X	$

Remarks: ____

By

Title CONSULT. ENGR. FOR COOS CTY.

Date 5-23-84

ORIGINAL 9715

506-1979

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-21-84

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building
Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-A426(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 6-6-83 To: 6-16-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
15,488.67	15,330.65	.8815	13,513.97	13,513.97	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______________________ *State Highway Agency*

By Controller *Authorized Officer* 3/21/84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______________

Amount Approved $ ______________

SIGN ORIGINAL COPY ______________________

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

ST..EMENT OF COSTS INCURRED UNDER PROJECT .REEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Hatchet Creek Slide Section County Road in Coos County					
	preliminary Engineering Type Code PE					
	Work by Luckman Engineering and Surveying	All Required			$ 7,806.15	
	State	All Required			7,030.30	
	Total Participating Preliminary Engineering				14,836.45	
	Misc Project Cost					
	Audit Expense	All Required			494.20	
	Total Participating Project Cost				15,330.65	
	Non Participating Project Cost					
	Preliminary Engineering (State)	All Required			158.02	
	Total Project Cost				15,488.67	
	Prepared based on Participating cost as shown on the Federal Billing as of 3-29-84					
	AMOUNT CARRIED FORWARD					

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
437-1911	1	FNH1-0084-001 APPR-X14	75,000.00	25,126.79	25,126.79	100.00	25,126.79	17,868.00		7,258.79
	9			17,868.00-						
437-1911		PREFIX TOTALS	75,000.00	7,258.79	25,126.79		25,126.79	17,868.00		7,258.79
501-1962	1	RRP -B511-001 APPR-139	1,800.00	1,139.95	1,139.95	90.00	1,025.96	1,025.96		
501-1971	1#	RS -A516-001 APPR-075	2,242.18	2,543.60	2,543.60	88.15	2,242.18	2,242.18		
501-1973	1	BRS -0177-001 APPR-000								
502-1952	1#	RS -A516-001 APPR-075	10,799.12	12,261.09	12,246.68	88.18	10,799.12	10,799.12		
502-1963	1#	PMS -000S-101 APPR-140	1,602.12	1,602.12	1,602.12	100.00	1,602.12	1,602.12		
502-1970	1	RRS -A512-001 APPR-138	1,800.00			90.00				
503-1901	1	BRS -A644-001 APPR-118	20,000.00	34,709.23	34,697.73	80.00	27,758.18	20,000.00	7,758.18 B	
503-1902	1	RRS -A595-001 APPR-138	1,800.00	510.76	510.76	90.00	459.68	459.68		
503-1904	1#	RS -A619-001 APPR-075	19,940.22	22,145.29	22,613.09	88.18	19,940.22	19,940.22		
503-1906	1	BRS -A616-003 APPR-118	33,800.00	36,368.40	36,190.08	80.00	28,952.06	28,921.10		[illegible] 96
503-1907	1	RRS -A605-001 APPR-138	1,800.00	310.20	310.20	90.00	279.18	279.18		
504-1948	1#	RS -A737-001 APPR-075	22,825.61	25,964.25	25,885.25	88.18	22,825.61	22,825.61		
505-1901	1#	BRS -A752-001 APPR-118	16,427.45	20,534.31	20,534.31	80.00	16,427.45	16,427.45		
505-1906	1	RS -A744-001 APPR-075	33,496.00	35,060.45	35,060.45	88.15	30,905.79	30,905.79		
505-1907	1	BHS -A745-001 APPR-114	15,440.00	5,626.80	5,626.80	80.00	4,501.44	4,494.24		7.20
505-1934	1#	RS -A756-001 APPR-075	28,493.41	33,220.72	33,220.72	85.77	28,493.41	28,493.41		
505-1993	1#	BRS -A743-001 APPR-118	5,808.68	7,260.85	7,260.85	80.00	5,808.68	5,808.68		
506-1977	1	RS -A432-001 APPR-075	18,510.00	13,154.55	13,154.55	88.15	11,595.74	11,590.89		4.85
506-1979	1#	RS -A426-001 APPR-075	13,513.97	15,488.67	15,330.65	88.15	13,513.97	13,513.97		
506-1984	1	HES -A431-001 APPR-141		6.21	6.21	90.00	5.59		5.59 A	
506-1986	1	BRS -A431-002 APPR-118	14,400.00	7.83	7.83	80.00	6.26	6.26		
508-1925	1#	RS -A301-001 APPR-075	42,169.29	49,602.33	49,165.55	85.77	42,169.29	42,169.29		
508-1929	1#	PMS -000S-104 APPR-140	1,933.42	1,933.42	1,933.42	100.00	1,933.42	1,933.42		

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      APRIL 1984        PAGE  807
                                                                                FISCAL          GRAND TOTAL
      DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                              506   1979    905    00 P 1                        653.08          653.08
                              506   1979    910    00 P 1                      3,516.83        3,516.83
                              506   1979    910    00 N 1                        158.02          158.02
                              506   1979    911    00 P 1                        102.00          102.00
                              506   1979    913    00 P 1                         28.20           28.20
                              506   1979    915    00 P 1                        494.20          494.20
                              506   1979    918    00 P 1                                          3.40
                              506   1979    920    00 P 1                        323.72          323.72
                              506   1979    921    00 P 1                      1,110.30        1,110.30
                              506   1979    922    00 P 1                         48.78           48.78
                              506   1979    923    00 P 1                         40.09           40.09
                              506   1979    925    00 P 1                          1.80            1.80
                              506   1979    932    00 P 1                         63.24           63.24
                              506   1979    934    00 P 1                        824.30          824.30
                              506   1979    935    00 P 1                        267.62          267.62
                                           TOT       P1                        8,461.60       15,330.65
                                           TOT       N1                          158.02          158.02
                                        ** JOB TOTALS **              **       8,619.62  **   15,488.67  **

 COOS R HWY @ M.P. 4.7      CONT NO      FA PROJ NOS HES A431001 100                                       STATE
                              506   1984    918    00 P 1       6.21              6.21             6.21
                                           TOT       P1         6.21              6.21             6.21
                                        ** JOB TOTALS **        6.21  **          6.21  **         6.21  **

 LONE TREE BRIDGE #11C142   CONT NO      FA PROJ NOS BRS A431002 100                                       STATE
                              506   1986    918    00 P 1       7.83              7.83             7.83
                                           TOT       P1         7.83              7.83             7.83
                                        ** JOB TOTALS **        7.83  **          7.83  **         7.83  **

 S BANK CHETCO RIV RD       CONT NO    * FA PROJ NOS RS  A301001 100                                       STATE
                              508   1925    296    00 N 9                      2,439.91CR     46,104.20CR
                              508   1925    297    00 N 9                      2,439.91        3,934.91
                              508   1925    298    00 N 9                                     42,169.29
                              508   1925    901    00 P 1                                     24,600.74
                              508   1925    901    00 N 1                                        436.78
                              508   1925    905    00 P 1                                      9,566.15
                              508   1925    906    00 P 1                                      2,011.93
                              508   1925    907    00 P 1                                        394.26
                              508   1925    909    00 P 1                                        123.62
                              508   1925    910    00 P 1                                      6,925.00
                              508   1925    911    00 P 1                                      1,313.80
                              508   1925    913    00 P 1                                        629.54
                              508   1925    914    00 P 1                                        366.29
                              508   1925    918    00 P 1                                        834.23
                              508   1925    920    00 P 1                                        164.29
                              508   1925    921    00 P 1                                      1,870.58
```

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              APRIL 1984         PAGE  806
                                                                         FISCAL          GRAND TOTAL
DESCRIPTION              PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE         TO DATE
                    505    1934     920      00 P 1                                          126.[illegible]
                    505    1934     921      00 P 1                      80.00CR           1,696.[illegible]
                    505    1934     922      00 P 1                                           30.[illegible]
                    505    1934     [illegible] 00 P 1                                       479.90
                    505    1934     923      00 P 1                                      [illegible]
                                    TOT         P1                      80.00CR          33,220.72
                              ** JOB TOTALS **                 **       80.00CR**        33,220.72  **

SCAPPOOSE CR(W LANE RD) BR   CONT NO     * FA PROJ NOS BRS A743001 100                                 STATE
                    505    1998     296      00 N 9                     345.91            7,600.33CR
                    505    1998     297      00 N 9                                       1,791.65
                    505    1998     298      00 N 9                     349.91CR          5,808.68
                    505    1998     901      00 P 1                      45.75CR            206.25
                    505    1998     904      00 P 1                                       4,360.00
                    505    1998     905      00 P 1                      13.95CR             65.91
                    505    1998     906      00 P 1                                         653.21
                    505    1998     911      00 P 1                                         245.23
                    505    1998     914      00 P 1                                          73.85
                    505    1998     920      00 P 1                     132.06CR             60.50
                    505    1998     921      00 P 1                     245.63CR          1,401.07
                    505    1998     922      00 P 1                                          23.27
                    505    1998     923      00 P 1                                         171.06
                                    TOT         P1                      437.39CR          7,260.85
                              ** JOB TOTALS **                 **       437.39CR**        7,260.85  **

LILLIAN CR-MILLICOMA RIV     CONT NO       FA PROJ NOS RS  A432001 100                                 STATE
                    506    1977     296      00 N 9     2,003.66CR     10,131.41CR       10,148.21CR
                    506    1977     298      00 N 9     2,003.66       10,131.41         10,148.21
                    506    1977     901      00 P 1        80.03        4,211.97          4,211.97
                    506    1977     905      00 P 1       286.08        2,991.49          2,991.49
                    506    1977     911      00 P 1                       100.34            100.34
                    506    1977     918      00 P 1                                           3.40
                    506    1977     920      00 P 1       102.35          102.35            214.17
                    506    1977     921      00 P 1       759.77          759.77            759.77
                    506    1977     922      00 P 1        25.56           25.56             25.56
                    506    1977     923      00 P 1        40.09           78.35             78.35
                    506    1977     933      00 P 1       237.24        4,658.50          4,658.50
                                    TOT         P1      1,531.12       12,928.33         13,043.55
                              ** JOB TOTALS **          1,531.12  **   12,928.33  **     13,043.55  **

HATCHET CREEK SLIDE          CONT NO     * FG PROJ NOS RS  A426001 100                                 STATE
                    506    1979     295      00 N 9        25.71CR         25.71CR           25.71CR
                    506    1979     296      0C N 9       738.26       14,586.33CR       14,580.33CR
                    506    1979     297      00 N 9                     1,092.07          1,092.07
                    506    1979     298      00 N 9       712.55CR     13,513.97         13,513.97
                    506    1979     301      0C F 1                        46.94             46.94
                    506    1979     504      00 P 1                       940.50          7,606.15
```

9615

F

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 12, 1984

In Reply Refer to
File No.:

DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

North Tigard-South Tigard Interchange
Pacific Highway
Multnomah, Washington and Clackamas Counties
Contract 9615

E. S. HUNTE

We propose to require the contractor to extend S.W. 68th Avenue from S.W. Franklin Street to S.W. Hampton Street. This proposal is to extend S.W. 8th Avenue to an east-west arterial street, S.W. Hampton Street. The cost estimate is $85,000.

We solicit your concurrence that it is in the public interest to improve this street from a gravel surface to asphalt. This proposal has been discussed and tentatively approved by your office.

Attached are a plan sheet of the proposed extension and a plan and typical section for S.W. 68th Avenue presently under contract.

J. H. Versteeg
Road Design Engineer

by

Donald R. Adams
Final Design Engineer

Attachments

bc H. S. Coulter
E. S. Hunter
Norm Henry

DRA:NH:ja

RECEIV
TECHNICAL SERVIC
MAR 14 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

771

January 10, 1984

CON

John A. Pfeifer Construction Co.
dba Badger Excavation
P.O. Box 396
Silverton, OR 97381

Time Extension Request
Hatchet Creek Slide
Contract No. 9715
FAP No. RS-A426(2)

Your request for additional contract time in which to complete phase (a) of the above project has been carefully reviewed. A contract time adjustment of an additional five calendar days in which to complete phase (a) of the project is granted due to performance of extra work under Price Agreement No. 1.

This will eliminate liquidated damages under phase (a) of this contract. The contract time of completion for phase (b) of the project remains unchanged at June 15, 1984.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
Frank Morrison w/att.
R. R. Luckman w/att.
Bob Church

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. X. Wilson, Region Const. Engr. **DATE:** December 23, 1983

F. D. Morrison

FROM: F. D. Morrison, Project Manager

SUBJECT: Contractors Request for Adjustment of Contract Time
Hatchet Creek Slide
Contract No. 9715

Attached is the contractor' Request for Adjustment of Contract Time on the Hatchet Creek Slide Project. The consultant engineer's letter is also included.

I have talked to the Consultant Engr. and the County Roadmaster about the time request. I agree with the recommendation of the Consultant to grant the contractor 5 additional days.

In regard to the contractor's statement that they experienced scheduling difficulty due to the lateness of letting the contract. Bids were opened on Sept. 8, 1983, the contract was awarded on Sept. 14, 1983; the preconstruction conference was held Sept. 23, 1983 and the contractor started work on the project Sept 30, 1983. This is not what the contractor was driving at in his letter. He feels that the contract was let too late in the year. That is why the consultant said it was beyond our control and has no bearing at all for additional time.

The contractor overran Phase A of the contract by 5 days before the County accepted the project as meeting the requirements of Phase A.

Please take appropriate action on these documents.

Attch:

1-3-84

W. E. Schwartz -

I concur with Region & Project Mgr. and recommend a time extension of 5 C.D. due to extra work.

O. B. Jackmond

12-29-83

CC: O.B. Jackmond - Extra work is the only reason for granting extra time. This justifies the needed 5 days & I recommend they be granted.

J. X. W.

ROSEBURG REGION
RECEIVED

DEC 28 1983

RE	RCE	RUS	RDS	FAS
RTS	ATS	TI	RSR	RPR
RLE	GEO	RBI	SEC	ZA

RECEIVED

DEC 30 1983

CONSTRUCTION
SECTION

CE
CAE
FOE
OCS
SCS
ESO
TC
FE
CP

81-125-3016

9715

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 428 971 607

November 30, 1983

John A. Pfeifer Construction Co.
dba Badger Excavation
443 N. Water
Silverton, Oregon 97381

Re: Project: OSHD 9715 - Hatchet Creek Slide Section, Coos County
General: John A. Pfeifer Construction Co. dba Badger Excavation
Subcontractor: Zellner Excavating
Surety: United Pacific Ins.
Bond No.: U504338

Gentlemen:

This is to advise you that Zellner Excavating is delinquent in payment of fringe benefits to the AGC - Operating Engineers Local 701 Trust Funds for hours worked on the above project.

Please be advised that we are hereby making claim against the retainage and bond on the above project.

After we have reviewed the certified payrolls we will notify you of the total amount due.

We would appreciate you advising us when Zellner Excavating has completed their work on this project.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator
BJW:lkc
cc: Zellner Excavating
United Pacific Insurance
Department of Transportation
Secretary of State
Jerome B. Buckley, Jr.

1/26/84
need amt to file claim
Heard nothing further
Gn

RECEIVED
DEC 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC-INTERNATIONAL UNION OF OPERATING ENGINEERS
CARE FUND PENSION TRUST FUND AND VACATION FUND

Employer Trustees
W. RAY ROGERS, Chairman
FRANK HASTIE, Vice Chairman
LLOYD BABLER, JR.
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, Secretary
JIM RIDDERBUSCH, Vice Secretary
FRANCIS WICKLANDER
CHARLES WALLING

I.U.O.E. Local 701
AGC Oregon-Columbia Chapter
1208 S.W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS: P.O. BOX 4668, PORTLAND, OR

September 23, 1983

John A. Pfeifer Const. Co. dba
Badger Excavation
P. O. Box 396
Silverton, OR 97381

CON 5
#9715

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9715 for work on the Hatchet Creek Slide Section of Beaver Hill-Seven Devils Road in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Kassey
Walt Hart
Robert Church
Jan Peterson
James Gix
F. D. Morrison
Rock Luckman, Luckman Engineering & Surveying

Badger Excavation & Equipment
P.O. BOX 396 • 622 N. WATER
SILVERTON, OR 97381
PHONE: 873-6393

NOTED
KAY TURNER

September 14, 1983

CL ___ CAE ___ FOE ___ QCS ___ SCS ___ FEO ___
RECEIVED
SEP 15 1983
CONSTRUCTION SECTION
CM ___ CA ___ LS ___ TC ___ FE ___ CP ___

Department of Transportation
ATTN: M.B.E. Kay Turner
121 Transportation Building
Salem, OR 97310

RE: Hatchet Creek

To Whom It May Concern,

We will use Anderson Erosion Control, Inc., P.O. Box 205, Junction City, Oregon for bid item #14 - Seeding and Mulching.

The dollar amount to be paid Anderson Erosion Control Inc. exceeds $3,000.00.

OK K Turner
(called Harry)

Respectfully submitted,

Phillip D Martin

Phil Martin
Badger Excavation Manager

2%

PM:pm

cc: Anderson Erosion Control Inc.

7715

Coos County
Board of Commissioners
County Courthouse
Coquille, Oregon 97423

September 16, 1983

Attn: Mr. Bud Perkins
Director of Public Works

Gentlemen,

On September 8, 1983, the Highway Division received a satistactory bid from Badger Excavating, P.O. Box 396, Silverton, OR 97381; for the Hatchet Creek Slide Section on Beaver Hill-Seven Devils Road. This is an FAS-C project #RS-A 426(2). Based upon the contractor's bid the County's advance deposit will be:

Contractor's bid	$ 146,986.82
Slide Correction	10,000.00
Slide Stablization	10,000.00
4-1/2% Contingeneres	7,514.41
Engineering - Consultant	19,320.00
- State	2,000.00
Est. Construction Cost	195,821.23 ✓
Est. PE Cost	16,500.00 ✓
EST Total Project Cost	$ 212,321.23

County's share of project is 6% of $212,321.23 = $12,739.27. By rounding the County's advance deposit will be $12,700.00.

This $12,700.00 advance deposit was picked up by Jack Ayres on September 8, 1983. We will award the contract for the project as soon as we receive DBE/WBE clearence.

Very truly yours,

Gary A. Potter, Manager
Program Section

HR:blm

ORIGINAL SIGNED BY
GARY A. POTTER

bcc w AD 83-78: Region 3 Fed. Aid Engineer, Jack Ayres
Vern Skoog - Please return completed
A83-78 when advance deposit is recieved.

9715

ℓΩ 5 /

9-14-83

CASE # BOC 602
FILE # 25
SEP 15 1983
MARY ANN WILSON
COUNTY CLERK
B. Lockett Deputy

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Coos County (Local Government Unit) hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Coos County (Local Government Unit) has deposited with the State of Oregon Investment Pool the sum of $ 12,700. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Hatchet Creek Slide (Project Name)

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Coos County (Local Government Unit)

this 14 day of September, 1983 by a vote of the majority of a quorum of its governing body.

COOS COUNTY BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

Form No. 734-1812(2-80)

9715

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

September 9, 1983

Mr. Rocky Luckman
Coos County Engineer
Courthouse
Coquille, Oregon 97423

Dear Mr. Luckman,

Would you please complete the enclosed limited Power of Attorney form for the Hatchet Creek Slide and return it to this office.

As you requested we will deposit your $12,700.00 advance deposit in the Local Government Investment Pool, but before we can draw any of these funds out we need this limited Power of Attorney.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Program Section

GAP:bkb
Enc.

Form 734-3122

9715

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: Gary Potter, Manager
Program Section ATTN: Mainor Holmes

DATE: September ~~2~~ 7, 1983

FROM: Jack Ayres JA
Region Federal Aid Specialist

SUBJECT: Hatchet Creek Slide Consultant Agreement

Attached is Rock Luckman's revised consultant agreement for the Hatchet Creek Slide project. He has increased his construction engineering fees by a small amount. I hope his methodology for doing so is acceptable since rather than rewriting the agreement he merely scratched through the figures, initially the changes and had the Coos County Board of Commissioners do the same.

ja/cp
attach.

9-7-83

Gary -

The attached agreement has received the required audit review and the suggested corrections have been made by the consultant and initialled by the County.

Your approval is recommended.

Under "Certification Acceptance", this agreement does not require prior approval by FHWA.

Mainor

HB PROJECT UNIT G ✓

PROGRAM UNIT

Mainor

9-115

5

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A426(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30101

5-17-83

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/17/83

8. FEDERAL ROUTE NUMBER Secondary A426

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Hatchet Creek Slide Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain and base rock

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 8/15/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $228,816 Federal Funds $201,700 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 7/28/83 that provision of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 8/24

14. DATE 8/17/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9715

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Hatchet Creek Slide
Highway: FAS A427, Beaver Hill-Seven Devils Rd.
County: Coos
Prefix: 506-1979
Project Manager:

Date August 12, 1983
Ten Year Traffic Coefficient 7.9
18 kip EAL's per day 89
R Value 10
Frost Penetration ----
CBE Total Requirement 25.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. - Class "C" (Final Stage, by others)*	8.0"
3.0"	Aggregate Leveling (Final Stage, by others)*	3.0"
14.0"	Aggregate Base (1.0"-0)	14.0"
21.0"		25.0"

* The A.C. and Aggregate Leveling Course to be placed in the future.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Region Federal-Aide Specialist
Program Control Engineer ✓

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Fed Aid
FOR ______

9715

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

Hatchet
creek

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Minor Creek Slide Section
Wilson River Highway – #9676
Tillamook County

Winchester Bay Slide
Oregon Coast Highway – #9709
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED
TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

9715

8-11-83

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1.	TITLE SHEET
2.	TYPICAL SECTIONS
3.	PLAN & PROFILE

Drg. Nos.
30918 - Coupling Bands

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

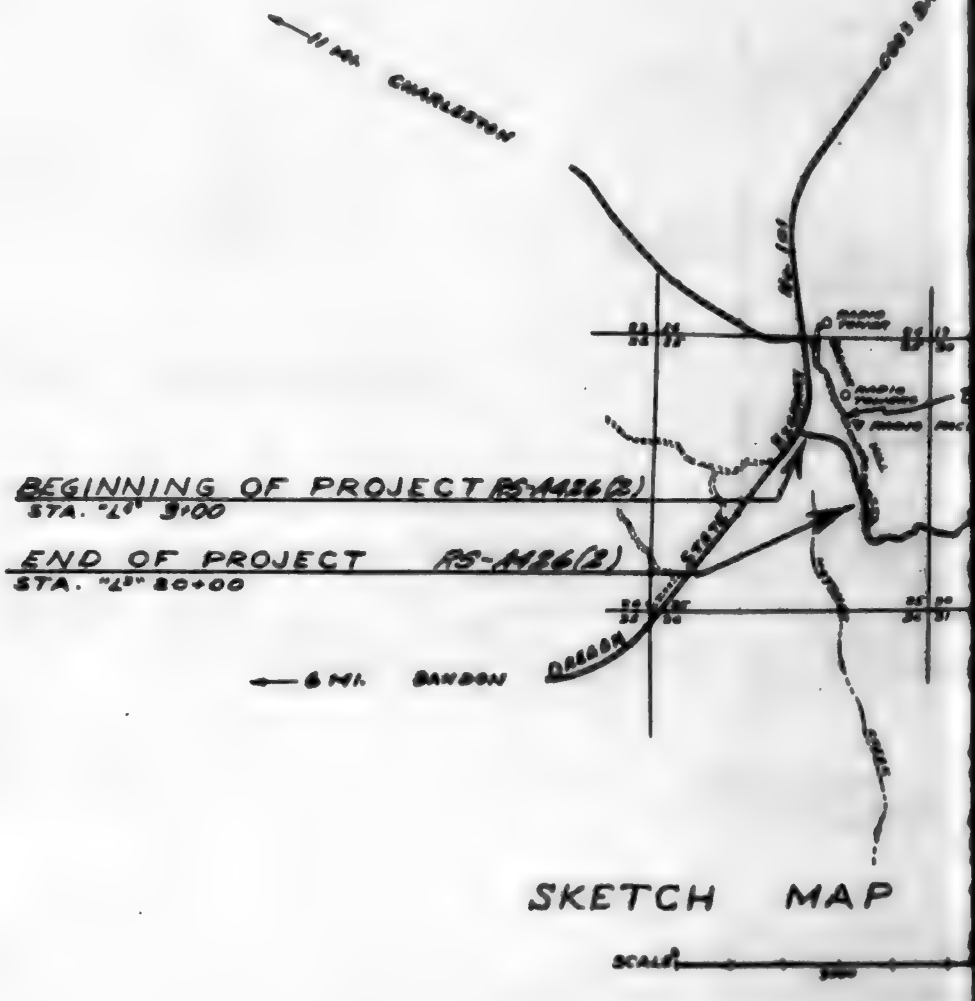
PLANS FOR PROPOSED

GRADING & AGG

HATCHET CREEK

BEAVER HILL - SEVEN

COUNTY ROAD N
COOS COUNTY
AUGUST , 1983



BEGINNING OF PROJECT RS-M26(2)
STA. "L" 3+00

END OF PROJECT RS-M26(2)
STA. "L" 20+00

11 MI. CHARLESTON
COOS BAY
U.S. 101
6 MI. BANDON
OREGON STATE
SCALE

SKETCH MAP

17V-122

HATCHET CREEK SLIDE COUNTY ROAD NO. 208 COOS COUNTY				SHEET NO. 1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON	RS-A126(2)	1983	3

OVERALL LENGTH OF PROJECT 0.34 MILE

TE OF OREGON
T OF TRANSPORTATION
HIGHWAY DIVISION

S FOR PROPOSED PROJECT

DING & AGGREGATE BASE

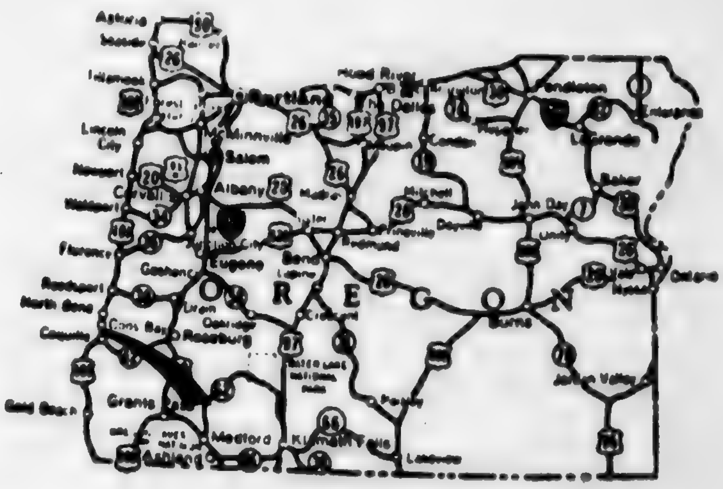
CREEK SLIDE

- SEVEN DEVILS ROAD

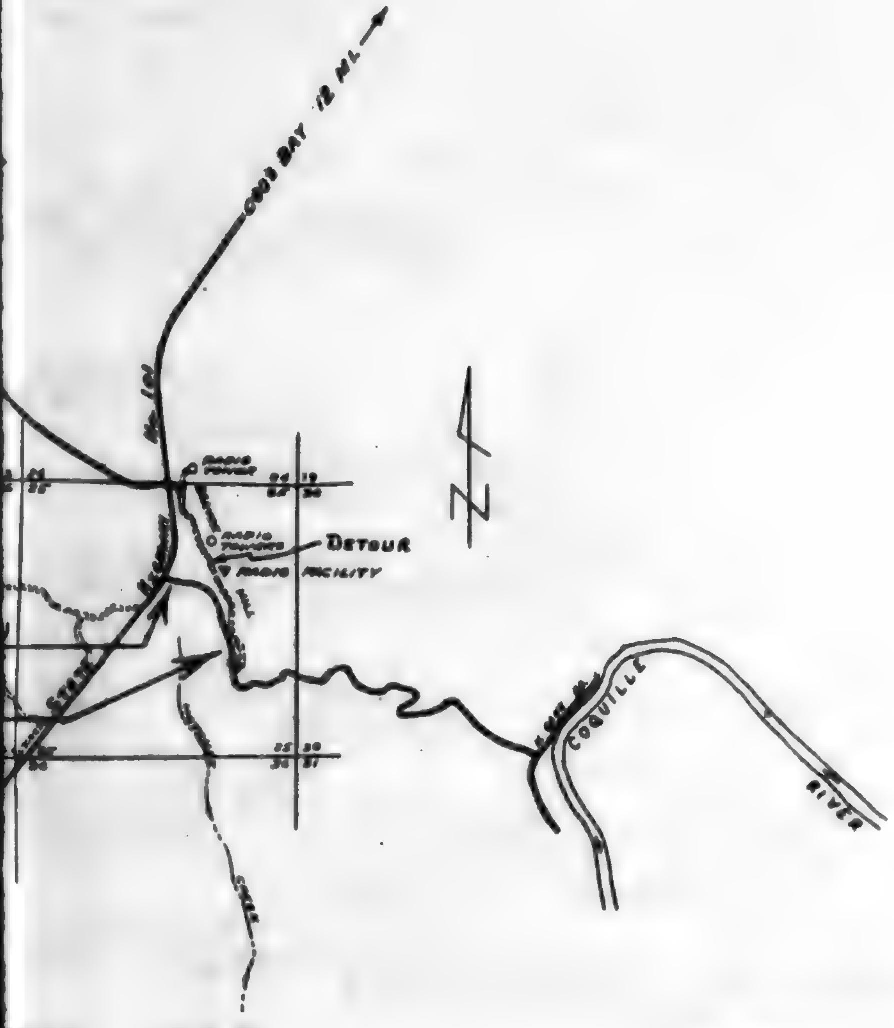
ROAD NO. 208

S COUNTY

T , 1983



Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Grants Pass
Portland
McMinnville
Salem
Albany
Corvallis
Eugene
Bend
Roseburg
Medford
Ashland
Klamath Falls
Lakeview
Hood River
The Dalles
Pendleton
La Grande
Baker
John Day
Burns
Ontario
Jordan Valley
Madras
Redmond
OREGON



COOS BAY 12 MI.
HWY. 101
RADIO TOWER
RADIO TOWERS
RADIO FACILITY
DETOUR
COQUILLE RIVER
N

CH MAP

0 500 1000 FEET

PLANS PREPARED FOR
COOS COUNTY

BY: Luckman Engineering & Surv.
Rt. No. 1 Box 565
Coquille, Oregon 97423

Engineer 7273
Oregon
Rupert Luckman

PLANS AND SPECIFICATIONS APPROVED BY:

	TITLE	DATE
	Coos County Comm.	6-13-83
	Coos Cty. Com.	6-13-83
Doc Stevenson	Coos Cty. Com.	6-13-83

OREGON DEPARTMENT OF TRANSPORTATION CONCURRENCE

TECHNICAL SERVICES ENGINEER 8/11/83 DATE

Acting

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

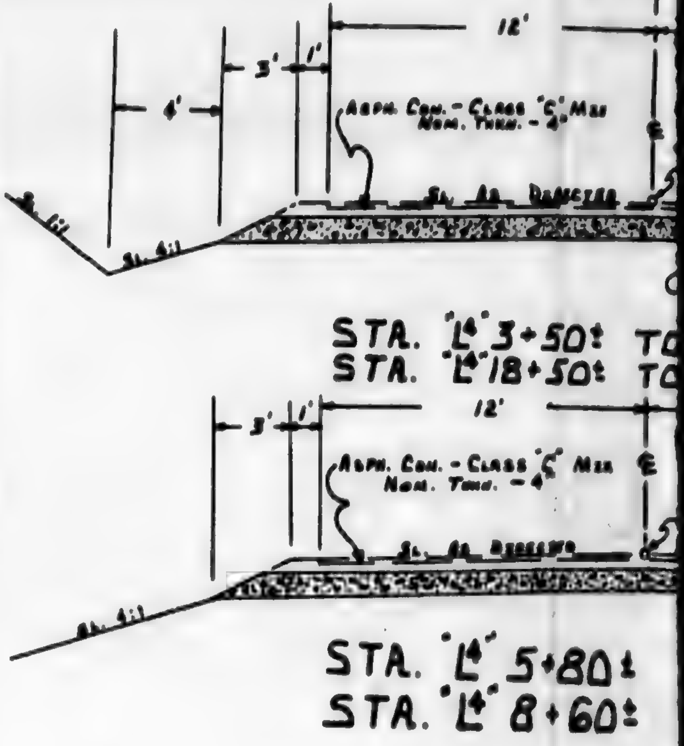
FIELD OPERATIONS ENGINEER DATE

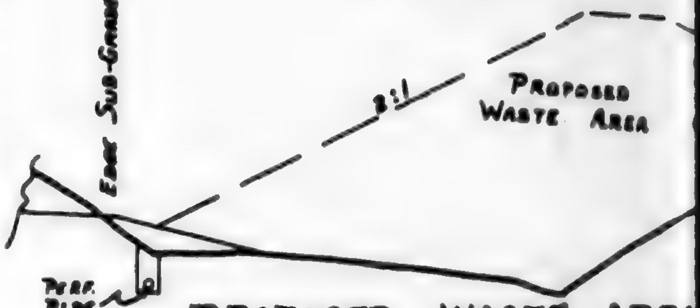
OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

SUMMARY

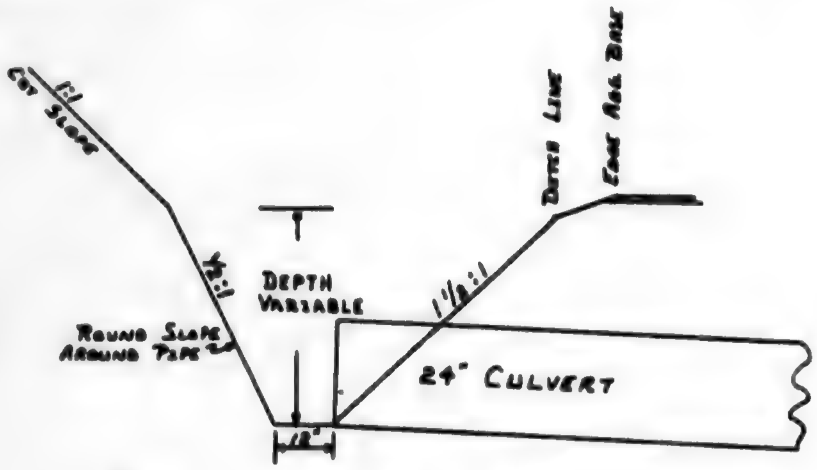
ITEM	UNIT	QUANTITY		
MOBILIZATION	ALL	ALL		
FLAGMEN	HR.	60		
ROADWORK				
CLEARING AND GRUBBING	ALL	ALL		
GENERAL EXCAVATION	CU. YD.	34,000		
EMBANKMENT FOUNDATION EXCAVATION	CU. YD.	1890		
TRENCH EXCAVATION 0 - 4 FEET DEEP	LIN. FT.	1640		
TRENCH EXCAVATION 4 - 10 FEET DEEP	LIN. FT.	370		
FINISHING ROADBED AND SLOPES	ALL	ALL		
1"—0 AGGREGATE BASE	TON	4,400		
24-INCH CULVERT PIPE	LIN.FT.	60		
6-INCH DRAIN PIPE	LIN. FT.	580		
6-INCH PERFORATED PIPE	LIN. FT.	1360		
SPECIAL FILTER MATERIAL IN DRAINS	CU. YD.	198		
SEEDING AND MULCHING	ALL	ALL		


12'
4'
3'
1'
1:1
Asph. Con. - Class "C" Mix Nom. Thick. - 4"
Sl. As Directed
Sl. 4:1
℄
STA. "L" 3+50± TO
STA. "L" 18+50± TO
12'
3'
1'
Asph. Con. - Class "C" Mix Nom. Thick. - 4"
Sl. As Directed
Sl. 4:1
STA. "L" 5+80±
STA. "L" 8+60±

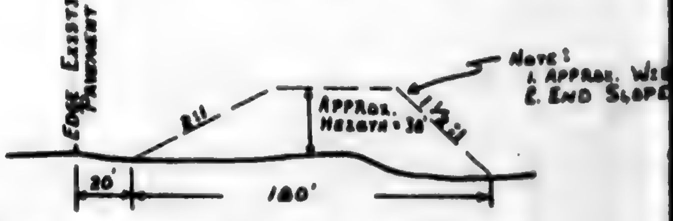

Edge Sub-Grade
3:1
Proposed Waste Area
Perf. Pipe

PROPOSED WASTE ARE

RT. OF STA 10+00± TO 11+50±

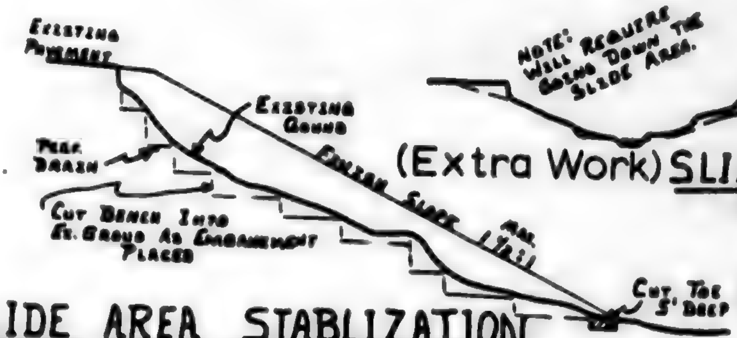

Cut Slope
1:1
½:1
Round Slope Around Pipe
Depth Variable
12"
1½:1
Ditch Line
Edge Agg. Base
24" Culvert

PIPE INLET BASIN


Edge Existing Pavement
3:1
Approx. Height = 30'
1½:1
Note:
1. Approx. W
2. End Slope
20'
180'

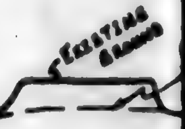
PROPOSED WASTE AREA

RT. OF STA. 1+50±


Existing Pavement
Existing Ground
Perf. Drain
Cut Bench Into Ex. Ground As Embankment Placed
Finish Slope Max. 1½:1
Cut. Toe Trench 5' Deep & 15' Wide

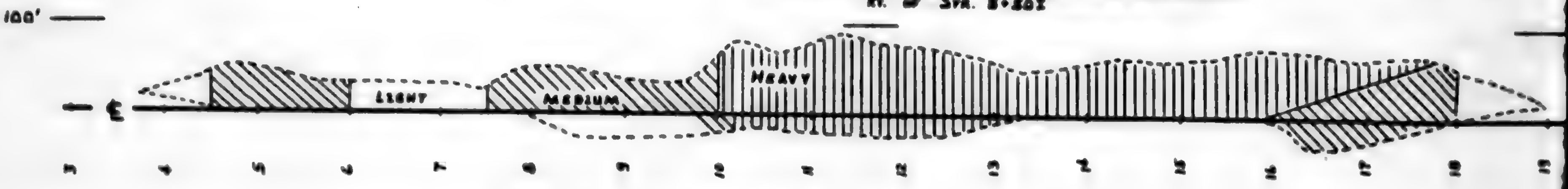
(Extra Work) SLIDE AREA STABLIZATION

RT. OF STA. 8+50±


Note: Will Require Going Down The Slide Area.
Existing Ground

(Extra Work) SLIDE AREA

RT. STA 13+00±

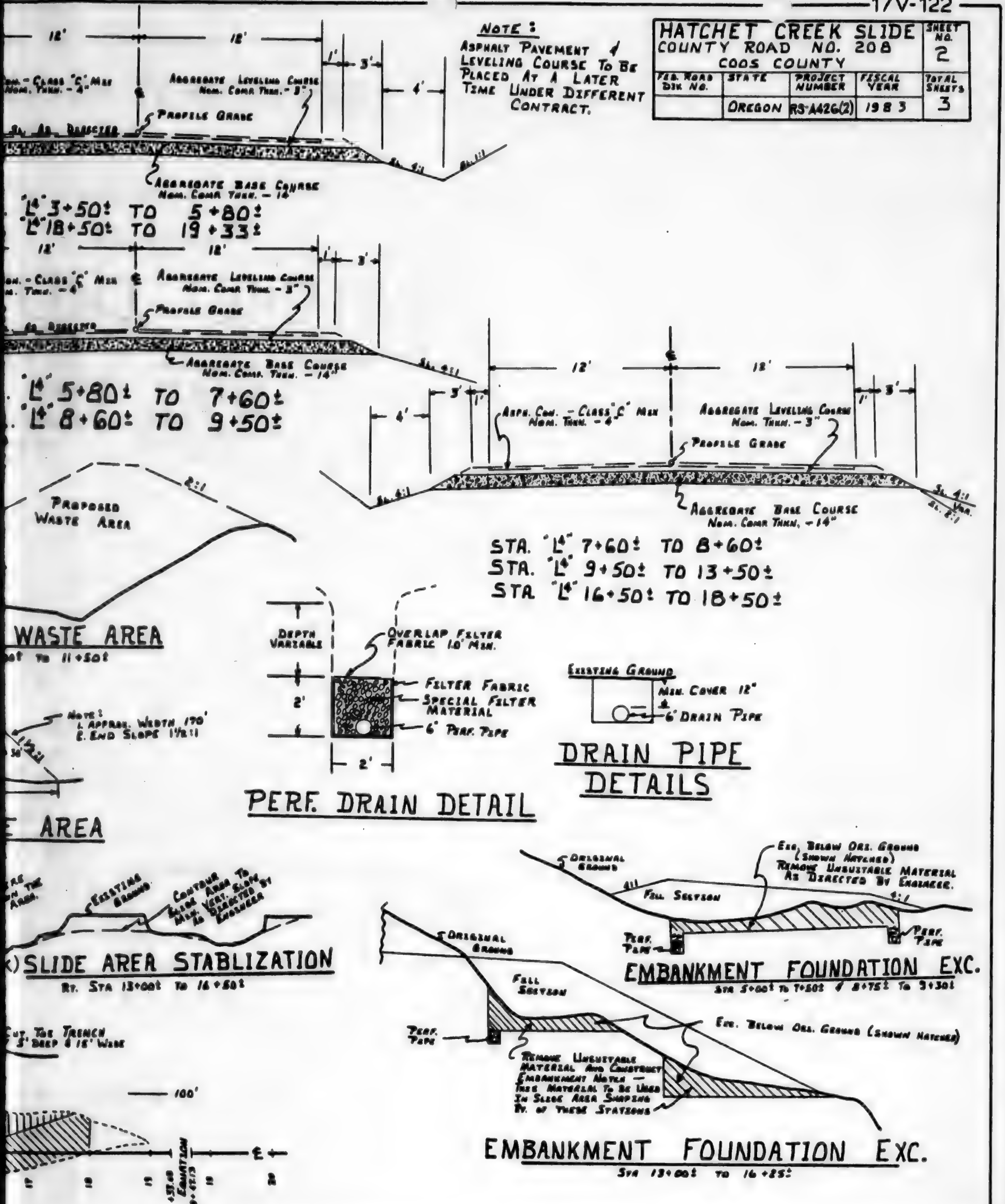


CLEARING CHART

17V-122

HATCHET CREEK SLIDE COUNTY ROAD NO. 208 COOS COUNTY				SHEET NO. 2
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON	RS-A426(2)	1983	3

NOTE:
Asphalt Pavement & Leveling Course To Be Placed At A Later Time Under Different Contract.


12'
12'
1'
3'
4'
Com. - Class "C" Mix
Nom. Thkn. - 4"
Aggregate Leveling Course
Nom. Comp. Thkn. - 3"
Profile Grade
Sl. As Directed
Aggregate Base Course
Nom. Comp. Thkn. - 14"
Sl. 4:1
Sl. 1:1
Asph. Con. - Class "C" Mix
Nom. Thkn. - 4"
Sl. 2:1
Var.
2:1
Proposed
Waste Area
Note:
1. Approx. Width 170'
2. End Slope 1½:1
30'
Existing Ground
Contour Slide Area To Min. Vert. Slope As Directed By Engineer
Depth Variable
2'
2'
Overlap Filter Fabric 1.0' Min.
Filter Fabric
Special Filter Material
6" Perf. Pipe
Existing Ground
Min. Cover 12"
6" Drain Pipe
Original Ground
Fill Section
Exc. Below Org. Ground (Shown Hatched)
Remove Unsuitable Material As Directed By Engineer.
Perf. Pipe
Remove Unsuitable Material And Construct Embankment Notch — This Material To Be Used In Slide Area Shaping Rt. of These Stations
Cut. Toe Trench
3' Deep & 15' Wide
100'
Equation

"L4" 3+50± TO 5+80±
"L4" 18+50± TO 19+33±

"L4" 5+80± TO 7+60±
"L4" 8+60± TO 9+50±

STA. "L4" 7+60± TO 8+60±
STA. "L4" 9+50± TO 13+50±
STA "L4" 16+50± TO 18+50±

WASTE AREA
to 11+50±

PERF. DRAIN DETAIL

DRAIN PIPE DETAILS

AREA

SLIDE AREA STABLIZATION
Rt. Sta 13+00± to 16+50±

EMBANKMENT FOUNDATION EXC.
Sta 5+00± to 7+50± & 8+75± to 9+30±

EMBANKMENT FOUNDATION EXC.
Sta 13+00± to 16+25±

9715

STATE OF OREGON
HIGHWAY ACCOUNTING

INTEROFFICE MEMO

FILE: ACC 5-4 (XAGR)

TO: Gary A. Potter, Manager
PROGRAM SECTION

DATE: August 10, 1983

FROM: V. E. Skoog Vern
Controller

SUBJECT: Pre-award Evaluation
Luckman Engineering & Surveying
Hatchet Creek Slide Section
RS-A 426(1)

Your memo dated August 2, 1983, requested that we perform a pre-award evaluation, as required by federal and state procurement procedures,on the construction engineering proposal submitted by Luckman Engineering and Coos County.

The net fee amount of $1,000 does not seem reasonable after considering the net fee negotiated for the preliminary engineering on this project; the financial and professional investments to be required of the consultant; the extent, scope, complexity, character, duration of the services; and the degree of responsibility to be assumed by the consultant. Therefore, it is recommended that the net fee amount be reviewed for possible upward renegotiation, as discussed with Mr. Luckman, to cover his profit and miscellaneous expenses.

In addition, the typographical error on the Head Chainman rate of pay in Exhibit A (P.2) should be corrected as follows:

From $15.00/Hr to $8.00/Hr.

We recommend approval of this agreement contingent upon the review of the net fee and the correction of the typographical error.

KJ:njl

Returned to ayres 8-17-83.
MCH

Contains Recycled Materials

Section Hatchet Creek Slide Programming Estimate $ ______

Highway Beaver Hill - Seven Devils Rd. Project Length 0.3 mi.

9715 County Coos 8-5-83 Completion Time November 30, 1983

Kind of Work Grading + Aggregate Base Est. Comp. Date ______

Prefix 506-1979 Letting Date ~~Aug 25, 83~~ Project No. RS-A426(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 191,600—

Anticipated Additional Items:
Royalty Payment
Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Temporary Pavement Striping
Remove Pavement Striping (Exist. & Temp.)
Temporary Erosion Control
State Furnished ______
Roadside Seeding & Mulching
Asphalt Cement Adjustment
On the Job Trainees ($0.80 x ____ hrs.)
State Responsibility for Damages
Signal Controller Testing
"OPTICOM" Testing
Bikeway Signs
Bikeway Striping & Legend

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 8-5-83

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files

Industrial Engineers
Information Systems
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Policy & Planning
Project Management & Operations Planning

Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Eng.
Traffic Signal Unit
Traffic
Travel Information
Utilities
Metropolitan
[✓ Region Number] 3
District Number ____
Resident Engineer ____

ATTENTION: Jack Ayres

FROM: L.P.U.

COMMENTS:

Form 731-0022 (8-81)

Adjust Utilities:

Subtotal $ 201,600—

Contingencies (4-1/2%) 9,072—

Engineering (8, [✓ 9], 10%) 18,144—

Subtotal $ 228,816—

Credit for ______

Estimated Net Authorization, Construction $ 228,816—

Est. PE Costs 16,500

$245,316.00

APPROVED

County's share of costs are
6% of $245,316 = $14,718.96

Road Design Engineer

Rev. 11/81

Section Hatchet Creek Slide Programming Estimate $
Highway Beaver Hill - Seven Devils Rd. Project Length 0.3 mi.
County Coos Completion Time November 30, 1983
Kind of Work Grading & Aggregate Base Est. Comp. Date
Prefix 506-1979 Letting Date ~~Aug 25, 83~~ Project No. RS-A426(2

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 191,600 -

Anticipated Additional Items:

Royalty Payment		$ 10,000
Permit Fees		
Slide Correction	10,000	
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		

Subtotal	$ 201,600 -
Contingencies (4-1/2%)	9,072 -
Engineering (~~8~~, [✓ 9], ~~10~~%)	18,144 -
Subtotal	$ 228,816 -
Credit for	
Estimated Net Authorization, Construction	$ 228,816 -

APPROVED

Road Design Engineer

Rev. 11/81

OREGON STATE HIGHWAY DIVISION

Section: Hatchet Creek Slide
County: Coos
Sheet of
Kind of Work: Grading & Aggregate Base
Length: 0.3
Date: 7/22
Name: Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	—	$16,000^{00}$
	Flagmen		Hour	60	15^{00}	900^{00}
	Roadwork					
	Clearing and Grubbing		All	All	—	$12,000^{00}$
	Embankment Foundation Excavation		Cu. Yd.	1,890	4^{50}	8505^{00}
	General Excavation		Cu. Yd.	34,000	2^{00}	$68,000^{00}$
	Slide Stabilization		All	All	—	$10,000^{00}$
	Trench Excavation 0-4 feet Deep		Lin. Ft.	1,640	2^{25}	3690^{00}
	Trench Excavation 4-10 feet Deep		Lin. Ft.	370	7^{15}	2645^{50}
	Finishing Roadbed and Slopes		All	All	—	$3,500^{00}$
	1"-0 Aggregate Base		Ton	4,400	9^{50}	$41,800^{00}$
	24-inch Culvert Pipe		Lin. Ft.	60	25^{00}	1500^{00}
	6-inch Drain Pipe		Lin. Ft.	590	8^{00}	4720^{00}
	6-inch Perforated Pipe		Lin. Ft.	1,360	8^{00}	10880^{00}
	Special Filter Material in Drains		Cu. Yd.	198	20^{00}	3960^{00}
	~~1¼-inch PVC Pipe~~		~~Lin. Ft.~~	~~1,000~~	~~6^{00}~~	~~6000^{00}~~
	Seeding and Mulching		All	All	—	3,500–

COST ANALYSIS UNIT. 7-25-83
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 8-25-83

734-1736 (8-81)

9715

5

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A426(1)
Hatchet Creek Slide Section
Beaver Hill-Seven Devils Road
Coos County

Date: August 1, 1983

From: Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
H.S.COULTER

Mr. Potter's July 26 letter indicates that an inadvertent error was made in a previous request for an exception to the design standards on the subject project. The previous request should have been for a roadway section containing 1' wide gravel shoulders not 2' wide gravel shoulders. Since the intent of the project, restoration of a relatively short section of roadway, has not changed I concur that it is in the public interest to restore the damaged section to its previous width of 2-12' AC travel lanes and 1' wide gravel shoulders.

G.K. Hoene
for Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
AUG 2 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9715

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: July 28, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30101
Project No. RS-A426(2)
Hatchet Creek Slide Section
Coos County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 25, 1983.

JLG:bkb
Attachments
cc: J.J. Gix (Region 3)
H. Reynoldson (w/att.)
General Files

Form 734-3122

Budget Bureau No. 41-R2967; Approval E

U.S. DEPARTM
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. July 28, 1983

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 7.6 mi. NE of Bandon NCL	ADT	PRESENT 840 DHV 100	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., Base Rock	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER A426	SEQ. NO. (2)

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Coos	CODE 011				
	NAME OF URBAN AREA ----	ROUTE NO. S	FEDERAL-AID A426	STATE Co. Rd.	U.S. ----		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	
1	(14-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE								
5					ROW								
5					CONST (CODE) I000		"Hatchet Creek Slide Section"	0.351	193,500	170,570	11,465	11,465	ROW-60' Access Parking none.
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	0.351	193,500	170,570	11,465	11,465	
1	14	PROGRAM APPROVAL DATES							(19) (23)	(24) (32)			

5061979

REMARKS
Additional Data: Item No. 30101; Proje
No. RS-A426(1).

USCOMM D

Budget Bureau No. 41-R2967; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

July 28, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces): Co. Rd., 7.6 mi. NE of Bandon NCL

ADT PRESENT: 840 DHV 100

FUTURE: ----

YEAR: ----

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 075

ITEM NO.: 30101

ROPOSED WORK (35 typewriter: Base Rock

NATL. FOREST:

FH ROUTE NO.: ▨

SUPV AGCY: ▨

DA CLASSIF.: ▨

DA AREA: ▨

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER: PREFIX LETTER(S): RS- NUMBER: A426 SEQ. NO.: (2)

I. Projects Only: POST MI.: DESIG.:

AL FUNDS: Rural Secondary

AREA: ----

COUNTY NAME: Coos CODE: 011

ROUTE NO.: S FEDERAL-AID: A426 STATE: Co. Rd. U.S.: ----

PROGRAM STAGE: ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) I000		"Hatchet Creek Slide Section"	0.351	193,500	170,570	11,465	11,465	ROW-60' normal; Access Control-none; Parking Restrictions-none.
ARED BY JLG			PROJECT TOTALS	0.351	193,500	170,570	11,465	11,465	

RAM APPROVAL DATES

REMARKS
Additional Data: Item No. 30101; Project No. RS-A426(1).

-over

USCOMM DUSCOMM-DC 48903-P61

9715

120 [illegible] Building
Salem, Oregon 97310

7-26-83

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUL 29 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-~~A427~~ A426 (1) Prefix 506-1979

Project Name Hatchet Creek Slide, Beaver Hill-Seven Devils Rd.

Coos County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completed within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coquille, Oregon, this 26 day of July, 1983.

Certified By:

Regional Right-of-Way Supervisor
Date 7/26/83

County of Coos

County Judge/Chairman

Absent
Commissioner

Instructions: Complete A or B and C

9715

STATE OF OREGON **INTEROFFICE MEMO**

TO: Rod Henry, Assistant
Right of Way Manager

DATE: July 26, 1983

FROM: Neil Flanagan
Right of Way Supervisor

SUBJECT: Hatchet Creek Slide
Beaver Hill-Seven Devils Rd.
Coos County
RS-A427 (1)

The attached Certification is sent to clear this project for contract letting. No additional right-of-way has been acquired for the slide correction nor will any be necessary. The county road at this point runs through an area designated as the Coos County Forest. Coos County acquired the property by tax foreclosure before World War II. I have personal knowledge of the property being in county ownership in 1947.

The Federal Acquisition Act of 1970 does not apply.

NF:mr
Enc.
cc: Jack Ayres

ROSEBURG REGION
RECEIVED

JUL 27 1983

[✓ RE]	[✓ CE]	RUS	RDS	JA
RT	ATS	TI	RSR	RPR
RLE	GEO	RBI	SEC	AA

cc: Harold Reynoldson ✓

[illegible]
MANAGER ________ PROJECT UNIT ________
JUL 2[illegible] 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ______________________________
FOR ______________________________

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # __________

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A427 (1) Prefix 506-1979

Project Name Hatchet Creek Slide, Beaver Hill-Seven Devils Rd.
Coos County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completed within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coquille, Oregon, this 26 day of July, 1983.

Certified By:
Regional Right-of-Way Supervisor
Date 7/26/83

County of Coos
County Judge/Chairman
Absent
Commissioner
Commissioner

Instructions: Complete A or B and C
R/W File No.

1715

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

PRO
Ref. HF0.3-OR
Proj. #RS-A426(1

OK
7-27-83
F.H.W.A.

Date: July 26, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Gary A. Potter

From: Gary A. Potter, Manager
Program Section

Subject: Deviation from Standards
Hatchet Creek Slide Section
Beaver Hill-Seven Devils Road
FAS-A426
Coos County

In our letter dated July 13, 1983, we requested a deviation from standards, to restore this section of roadway to its previous top width of 2-12' AC travel lanes and 2' gravel shoulders. The county now realizes that they inadvertently made an error in the demensions because shoulders were 1' in width instead of 2' as first stated. They want this new section to have 1' gravel shoulders.

We feel the intent of the project has not been changed and your concurrence in this change is requested.

HR:bkb
cc: Joe Gaither

9715

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

5

Subject: Oregon Project RS-A426(1)
Hatchet Creek Slide Section
Beaver Hill-Seven Devils Road

Date: July 18, 1983

From: Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Potter's July 13, 1983 letter requesting approval of a deviation from the minimum design standards for the subject project has been reviewed. Since the project is to restore a relatively short section of roadway fill (500± feet) that slid out during the winter and spring rains and because the County had no future plans for widening the rest of the route through mountainous terrain I concur that it is in the public interest to restore the damaged section of roadway to its previous width of 2-12' AC lanes and 2' wide gravel shoulders.

G. K.
for Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7/20
cc Verstay

ESH

9115

Date: July 13 1983 **PRO**

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Signed by Potter

From: Gary A. Potter, Manager
Program Section

Subject: Deviation from Standards
Hatch Creek Slide Section
Beaver Hill-Seven Devils Road
FAS-A426
Coos County

Coos County has requested a project to replace a roadway fill that slid out during the heavy winter and spring rains. They are requesting a roadway section that will have 2-12' AC travel lanes and 2' gravel shoulders. This is a deviation from standards, but is the same width as the roadway on either side. The County feels that the substandard width is in the public interest and is cost effective because:

1. The roadway is thru mountainous terrain.
2. The County has no future plans for widening the rest of the route.
3. The County feels that this would be an unnecessary expense to widen this short section.

We feel that the County is justified and we are requesting your concurrence.

HR:bks

cc. Cliff Laux

715 [illegible]

ROAD DESIGN SECTION DES 16

Jack Ayres
Region 3 Federal-aid Specialist

July 7, 1983

Donald R. Adams
Final Design Engineer

Hatchet Creek Slide
County Road No. 208
Coos County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JUL 7 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Returned is the location data plus a print of the subject project on which are shown revisions, suggestions, etc., in red. Also included for your use are a reduced set of plans and two copies of the "Guide to Consultants".

Several items are required on the plans:

1. Title required as shown.
2. AASHTO standards call for a 30-foot roadway width and for guardrail. Both of these items will require a Federal exception.
3. Waste area development plans are required.
4. Lettering size and line weight should be as shown on ODOT's "Guide to Consultants".

Please have the original plans revised and returned to us for further processing.

DNS:ja

Attachment

cc Norm Henry

721 7-5-83

rn

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A426(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30101

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-5-83

8. FEDERAL ROUTE NUMBER Secondary A426

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Hatchet Creek Slide Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ xx OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 7-5-83, I approve the project number change to RS-A426(1) from RS-A427(1).

RECEIVED
STATE HWY ENGR
JUL 13 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 7/14

14. DATE 7-5-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9715

5

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 5, 1983

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 30101
Project No. RS-A427(1)
Hatchet Creek Slide Sec.
Coos County

I request your approval of a program change on the subject project to change the project number to RS-A426(1). No further revisions are necessary.

CL:pf

cc: H. Reynoldson
J. Petterson
General Files

Form 734-3122

9715

6-26-83

LUCKMAN ENGINEERING & SURVEYING

ROCK LUCKMAN

PROFESSIONAL ENGINEER
REGISTERED SURVEYOR

565 NORTH BANK ROAD
RT. #1, BOX 565
COQUILLE, OREGON 97423
(503) 396-2600

NARRATIVE
for
HATCHET CREEK SLIDE PROJECT

County of Coos
County Road No. 208
FAS-C No. :
Prep. by: Rockne R. Luckman

The project is a portion of county road no. 208. In the winter of 1983 a 300 foot fill section of the roadway slid and another 100 foot fill section broke off at the edge of the easterly travel lane. To by pass these areas will require the reconstruction of 1900± ft. of roadway. Due to the fact that it appears only the embankment material slid, the reconstruction design has been to move the roadway into the hill side, thus, placing it on a firmer base.

The project was began by running a "P" line. The "P" line was established from existing "L3" stationing and including sta. 4 + 11.24 P.S., 5 + 60.98 P.C.S.T.(x-point), 8 + 19.74 P.O.C., 10 + 78.50 P.C.S.T. (x-point), and 12 + 28.24 P.T. "P" line station 100 + 00 was established at "L3" 12 + 28.24 P.T. "L" line was established at a equation point "L3" 1+ 48.68 P.S.C. equals "L4" 1+ 48.68 P.S.C.; thence along a 10° curve left a dist. 262.75 ft.; thence tangent for a dist. 87.81 ft.; thence along a 12° curve right a dist. 517.60 ft.; thence tangent for a dist. 342.98 ft.; thence along a 12° curve right a dist. 250.00 ft.; thence tangent for a dist. 146.83 ft.; thence along a 10° curve left for a dist. 176.38 ft. to the P.T., which is at equation point "L4" 19 + 33.03 P.T. equals "L3" 18 + 67.13 P.C.T. The coordinates for this project were taken from "Located Line, Cty.Rd. Connection to Beaver Lookout-Bullards Br.Sec., State Drg. No. 10C-36-12". The design for this project was performed using the existing roadway as design standard and design speed of 35 M.P.H.

The summary of bid items are as follows:

1. Mobilizations.

The item is to be payed as a lump sum cost.

2. Flagman.

The project will be closed to the general traffic thru the work area and very little, if any, temporary protection and direction measures for traffic will be required. If any of the following items are needed they will be preformed by Coos County; temporary signs, barriers, guard rail, cones and barrels, and pilot car.

Very little flagging will be required on the project. A flag person will be required during the placement of aggregate and pavement.

This item is to be payed as a per hour unit price.

3. Clearing and Grubbing.

In the special provisions it shall be noted that the merchantable timber remains the property of Coos County and a statment to the likes of the following should be placed in the special provisions:

"The contractor shall fell and cut into merchantable lengths, all merchantable timber from with-in the clearing limits and stockpile the merchantable timber at a location designated by the engineer near the project limits. Said timber shall be the property of Coos County. The felling, cutting into merchantable lengths and stockpiling of merchantable timber shall be done in a manner that will create as little waste as possible per tree."

This item is to be payed as a lump sum cost.

4. General Excavation.

There is 900 ± ft. of the existing roadway laying outside of the new roadway construction, this pavement will require obliteration. The pavement is a 8 inch, total depth asphaltic concrete and no extra pay will be given on this work and is to be included with-in the bid item for general excavation.

The waste material from this project will become the property of the contractor. There are proposed waste areas available near and with-in the project limits, howerer, some medium clearing will be required to prepare the waste area. If the contractor elects to use the county waste areas, no additional amount will be given for the clearing of the waste areas.

The cut slopes on this project were placed at a 1 : 1 slopes for the following reasons: 1. The soil is a type of material which has shown in the past, it will stand on a 1 : 1 slope. 2. This type of material has a tendency to ravel, thus the steeper slope won't ravel as badly as a flatter slope. 3. By using the 1 : 1 slope it will require less general excavation.

This item to be payed by cubic yards of material.

5. Sub - Excavation.

The project will require the removal of unstable material at three location. The first two locations are at "L4" station 5+30 to 7+30± and 8+50± to 9+50±. These areas are and have been used as waste areas. The area will be cleaned down to a depth of stable material. The quantities for these areas are estimated to be 1086 c.y.

The third area is located at "L4" station 13+00± to 16+25±. This area has a seam of undesirable soil material and the material has a very high water content and isn't monolithic with the adjacent soil type. The quanity of this material is estimated at 100 c.y. Embankment to be placed on part of the area near the slide area nd will require sub-excavation to minimiqe the possiblity of further slide. The quanity of material to be removed to prepare the slide area for embankment is estimated at 704 c.y.

This item to be payed by the cubic yard.

6. Slide Area Stablilization.

This is the reason for the reconstruction of the roadway. There are two large embankment areas with one area completely gone out and the other partically. It is my opinion, that the reason for the embankment to slide was cause by two wet winters, thus super saturation of the embankment material. The two slide area will require some work to be preformed on then to reduce their movement.

The slide area located right of station "L4" 8 + 00± to 9 + 00± can be preformed with the use of waste material, but special requirements are needed to prevent the material from sliding nexted winter. The requirement to cut a toe at the narrow gap of the canyon, then fill material placed, via bulldozer, to replace the fill material which has slid down the canyon beyond the project limits, and care shall be used in placement of material to notch into the existing slope to create a monolithic fill, should be placed in the special provisions.

The slide area located right of station "L4" 13 + 00± to 16 + 50± will require shaping of the area. This material is wet at this time and it is hoped that by contact time it will have dryed enough to get equipment on the area. Due to the large amount of water in this soil, it is my opinion that the area not be used as a waste area. The finished area should be contoured to minimize vertical slopes, and to blend the finish area into the existing terrain.

This bid item to be done at a lump sum cost.

7. Trench Excavation 0 to 4 ft.

There are two different types of pipe to be placed on this project. The trench excavation for the 24 in. C.M.P.- coated pipe should all fall in this bid item. The 6 in. perf. pipe will be performed under and over the 4 ft. depth.

This item to be payed by the lin. ft.

8. Trench Excavation 4 ft. to 10 ft.

In order to collect the water at some locations the trench will be deeper than 4 ft. The area which appears to need the greater depth is near "L4" station 5 + 30 to 9 + 50±, because it is unknown at this time what depth will be needed to intercept the water.

The proposed finish grade will be higher than the existing grade, thus when the 24 in. C.M.P.'s are extended, they will be 5 to 10 ft. below shoulder grade and will require the construction of a pipe inlet basin. This basin to be payed under trench excavation.

This item to be payed by the lin. ft.

9. Finishing Roadbed and Slopes.

This item to be payed under lump sum cost.

10. Aggregate Base 1 1/2-0.

Since this is a small project, the bid item aggregate base shall include purchase, hauling, placement, watering and compaction to a spec. density.

This item to be payed by tons of material.

11. Leveling Course 3/4 - 0.
This bid item will require same work as the aggregate base and payed by tons of material.

12. Class "C" Asphalt Concrete Mixture.
The project being small will constitute the use of a commercial mix which specifies the amount of asphalt content. The special provisions should make note that no extra will be given for the tack coat but will be required and payed for under the unit price of Class "C" asphalt concrete mixture.
This item to be payed by tons of material.

13. 24 in. C.M.P. - Coated Pipe.
The existing culverts on this project are 24 in. C.M.P.-coated pipe and are taking care of the water at this time, except for the water seepage under the surface of the ground, thus these pipes will be extended.
This item to be payed by lin. ft. placed.

14. 6 inch Perforated Pipe.
Part of the subdrain areas will have the 6 inch perforated pipe located in them. The locations are shown on the plans. This item to be payed by lin. ft. placed.

15. 6 inch Drain Pipe.
The outlets to the 6 inch perforated pipe will require the drain pipe to move the water away from the embankment areas. The drain pipe could be plastic or C.M.P.
This item to be payed by lin. ft. placed.

16. Special Filter Material.
There are areas with-in this project which don't require the placement of perforated pipe, but do require drainage. In these areas drain rock will be placed in a trench to create a way for the water to flow away from the embankment areas. A filter fabric will be placed around all sub-drainage ways with the cost of filter fabric being encluded with-in the Special Filter Material unit price.
This item to be payed by cu.yds. of material.

17. Seeding and Mulching.
I asked Lynn Cannon, Coos County Extension Agent, for a seed and fertilizing mix best suited for this project. Mr. Cannon's recommendations are as follows:

A. Fall application.
B. The use of mulching material.
C. 16 - 20 (Nitrogen-Phosphate) fertilizer appling 300 lb/ac.
D. Seed mixture.

a. Annual Ryegrass	-----	6 lbs.
b. Penemial Ryegrass	-----	6 lbs.
c. Creep Red Fescue	-----	5 lbs.
d. Chewing Fescue	-----	5 lbs.
e. White Clover	-----	3 lbs.
Total		25 lbs/acre

The application area for the seeding and mulching will be all cut and embankment area plus the slide areas and waste areas, if located on county property.

This item to be payed by lump sum cost.

Other items of concern on the project are as follows:

A. Detour.

Coos County has constructed a detour around the area of proposed construction and is being used by the traffic at this point in time. The location of the new road indicates two locations may remove small sections of this detour. If additional roadway is needed Coos County will relocate the detour plus maintain the detour during the construction of the new roadway.

B. Roadway Striping.

There will be no bid item for roadway striping, as Coos County will perform this item at the completion of the contracted project.

C. Right-of-Way for Roadway.

The section of roadway traverses across county owned property, thus no additional right-of-way will be required.

D. Guard Rail.

No guard rail was placed on this project, do to the fact there wasn't any guard rail existing with-in the project limits on this county road.

E. Water.

An item for water wasn't included in the bid items, as the water for the aggregate will be included in those bid items and the general excavation isn't anticipated to require watering. If watering is needed for the embankment placement it shall be considered as a incidental expense and be included in the payment for General Excavation.

Rockne R. Luckman June 26, 1983

Rockne R. Luckman Date

AICO-UTILITY Line Form No. 65-210

Hatchet Cr. Slide
County Rd. No. 208

COST ESTIMATE

Items.	Unit	Quantity	Unit Cost	Estimated Cost
1. Mobilization	All	All		$ 10,000.00
2. Flagmen	Hr.	60	$15.00	$ 900.00
3. Clear & Grub.	All	All		$ 11,500.00
4. Gen. Excavation	C.Y.	33,735	$ 2.00	$ 67,470.00
5. Exc. Below Subg	C.Y.	1,890	$ 4.50	$ 8,505.00
6. Slide Stabiliz.	All	All		$ 10,000.00
7. Tr. Exc. 0-4'	L.F.	1,287	$ 2.25	$ 2,896.00
8. Tr. Exc. 4'-10'	L.F.	723	$ 7.15	$ 5,170.00
9. Fin. Rd. & Sl.	All	All		$ 3,500.00
10. Agg. Base 1 1/2-0	Ton	2,900	$ 9.50	$ 27,550.00
11. Agg. Level 3/4-0	Ton	900	$ 9.50	$ 8,550.00
12. Class "C" A.C.	Ton	550	$37.00	$ 20,350.00
13. 6" Drain Pipe	L.F.	590	$ 3.00	$ 1,770.00
14. 6" Perf. Pipe	L.F.	695	$ 5.00	$ 3,475.00
15. 24" C.M.P.	L.F.	60	$20.00	$ 1,200.00
16. Special Filter Mat.	C.Y.	198	$20.00	$ 3,960.00
17. Seed & Mulch	All	All		$ 3,000.00
			Subtotal	$189,796.00
	Cont. ---	15% --		$ 28,204.00
			Subtotal	$218,000.00
	Engineering ---	10% ----		$ 21,800.00
			Total	$239,800.00

9712-

5

June 24, 1983

Board of County Commissioners
Coos County
Courthouse
Coquille, OR 97423

AGR 4

Attention: Mary Ann Wilson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7893

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement covering the Hatchett Creek Slide Section of Beaver Hill-Seven Devils Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

9715

COOS COUNTY
HIGHWAY DEPARTMENT

COQUILLE, OREGON
97423

June 7, 1983

Oregon State Highway
ATTN: JACK AYRES
P.O. Box 1128
Roseburg OR 97470

RE: HATCHET CREEK SLIDE

Dear Mr. Ayres:

In reviewing the subject project it has come to our attention that the project will exceed the original estimate of $169,000 by $67,000 for a total of $236,000.

The county would like to get the additional $67,000 from an advancement on next year's allocation of FAS-C funds. Your checking on the possibilities of gaining the additional funding as soon as possible will be appreciated.

If additional information is needed don't hesitate to contact me.

Sincerely,

Rockne R. Luckman

ROCKNE R. LUCKMAN
Consulting Engineer

RRL/bk
cc: Board of Commissioners

9715

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx. 3 mi. N.W. of Riverton "Hatchet Creek Slide Section"	075	30101	A426(1) RS-~~A427(1)~~	A426 ~~A427~~	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Coos Code 011

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 7 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 4.

(2) ____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 16,500.00
88.15%	FF	$ 14,544.00
	STATE	$ 978.00
	Co.	$ 978.00

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:

Enclosed is an "Authority for Survey" and project maps.

CL:bks

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
5-27-83	GARY A. POTTER	MANAGER, PROGRAM SECTION

FEDERAL AID PROJECT REQUEST

Date May 11, 1983

Applicant Agency Coos County

Request for: Off-System ____, FAS-C X , FAUS ____ Project

Federal Aid Route No. A 426 Route Name Beaver Hill-Seven Devils

Project Name Hatchet Creek Slide

Project Length 2,000± Project Location (Attach sketch map)

Project Description

Reconstruct approximately 2,000 feet of the roadway

Average Daily Traffic 844 Design Speed 55 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26' Travel Lanes 24' Shoulders 1'

Medians n/a Parking n/a

Sidewalks n/a

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 24' Shoulders 2'

Medians n/a Parking n/a

Curbed n/a Length Curb Radii n/a

Sidewalk/Bikeway n/a

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width County Owned property Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

n/a

2. **Proposed Signalization:**

Location n/a

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? The existing signing to be maintained

4. **Permanent Striping:**

Include in project or by applicant? To be by applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

n/a

2. **Proposed Illumination:**

Location n/a

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location n/a

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location n/a

Approximate Size: Length Width

Are sidewalk/bikeways desired: no

Are any utilities to be attached to structure? no

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks The reason for project is due to the sliding of two fills in this area

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad______

   Existing Crossing Protection______

2. Will existing railroad crossing be altered?______

   Remarks______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ______ Office
2. Environmental ______ Office
3. Public Hearing ______ Office

Remarks n/a

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State______ Consultant X

2. Project construction engineering to be performed by:

Applicant_________ State_________ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes X No_________

If "yes," describe briefly: The striping and any additional signing will be performed

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 134,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other Engineering and contigencies	30,000.00
Preliminary engineering	5,000.00
PROJECT TOTAL	$ 169,000.00

Remarks____________________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________________ and/or COOS COUNTY

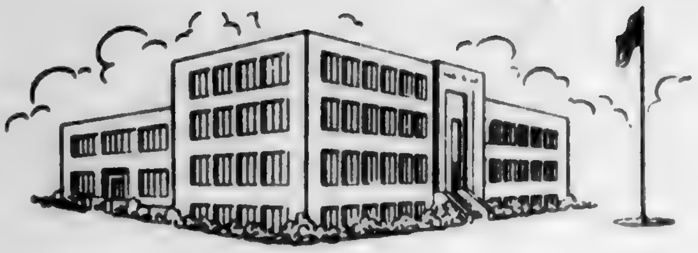
By________________ By________________
Chairman

By________________ By________________
Commissioner

By________________
Commissioner

Rodney R. Luckman
CONST. ENGR. FOR COOS COUNTY

See letter Dated 4-7-83



COOS COUNTY COURTHOUSE
Coquille, Oregon 97423
Phone: 396-3121

County of Coos
BOARD OF COMMISSIONERS

Jack L. Beebe, Sr.
Robert A. Emmett
Doc Stevenson

April 7, 1983

Jack Ayres
Regional Federal Aid Specialist
P O Box 1128
Roseburg Or 97470

Mr. Ayres:

This letter is to serve as Coos County's official request for the Oregon State Highway Division to seek FAS C funds for the Beaver Hill (Hatchet Creek) slide correction.

Sincerely,
COOS COUNTY BOARD OF COMMISSIONERS

Jack L. Beebe
Chairman

Robert Emmett
Commissioner

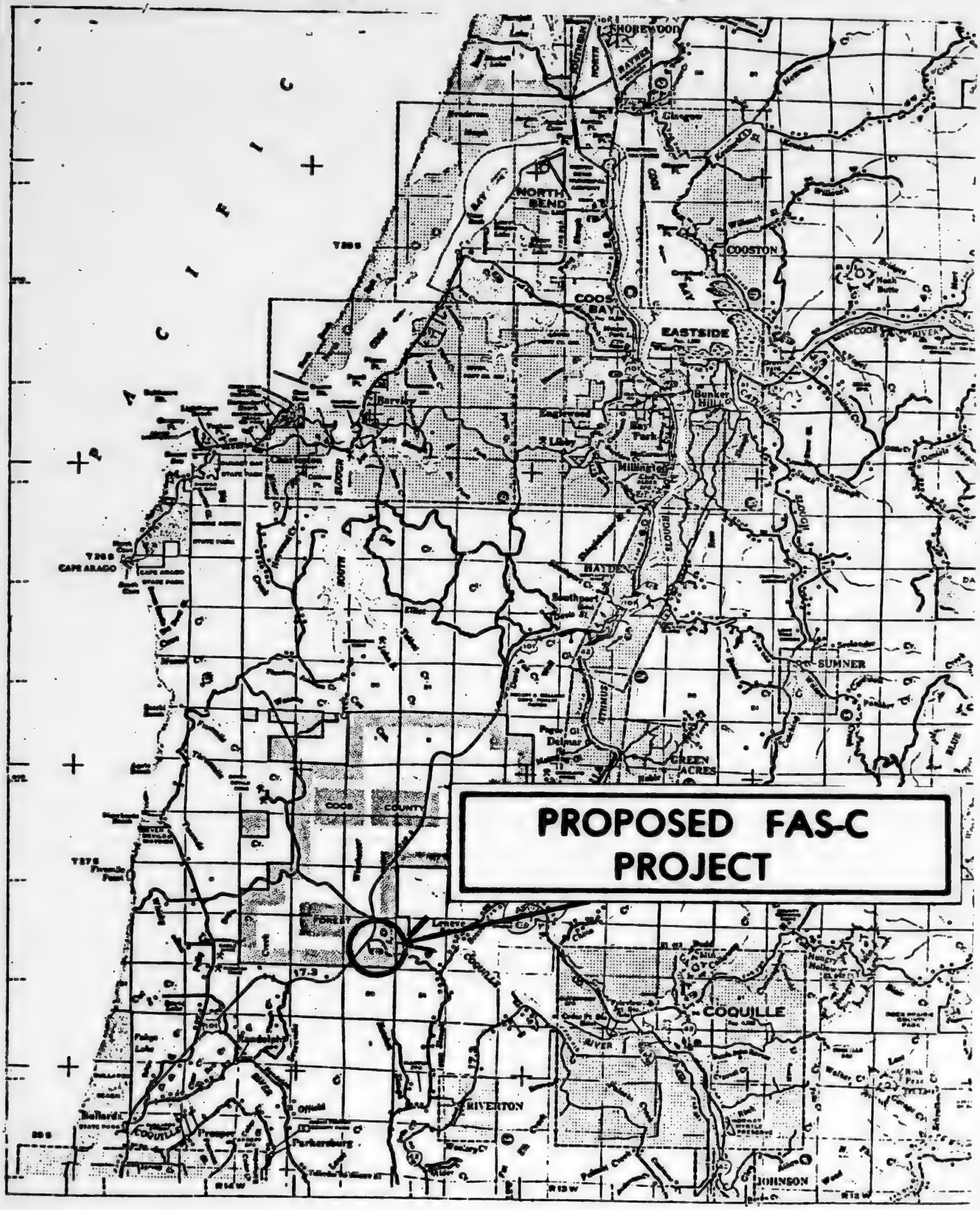
Commissioner

JRP/BOC/de

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐

APR 12 1983

REFERRED TO____________________
FOR ________________________
FILE: PM FX LG.


P A C I F I C
SHOREWOOD
NORTH BEND
COOSTON
COOS BAY
EASTSIDE
COOS RIVER
Bunker Hill
Charleston
CAPE ARAGO
HAYDEN
Southport
SUMNER
GREEN ACRES
COOS COUNTY
FOREST
COQUILLE
RIVERTON
Prosper
Parkersburg
JOHNSON
R13W
R12W
R14W

PROPOSED FAS-C PROJECT

9112

5'

STATE OF OREGON — **INTEROFFICE MEMO**

HIGHWAY DIVISION

ACC

TO: H. S. Coulter
State Highway Engineer

DATE: May 2, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Slide Correction
Hatchet Creek Slide
Beaver Hill-Seven Devils Road
FAS-A426
Coos County

Coos County is requesting a restoration project approximately 2,000 feet long. This section of roadway was destroyed by long winter rains. The roadway in this section had 2-12' travel lanes and 4' shoulders. County will be responsible for any necessary additional R/W. Engineering by consultant:

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Coos County	Hatchet Creek Slide Beaver Hill-Seven Devils Road - FAS-A426 "4 R" Project	$169,000	$148,720	$10,140	$10,140

Region 3 and this office have investigated this proposed project confirming its validity and financing utilizing FAS-C funds. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

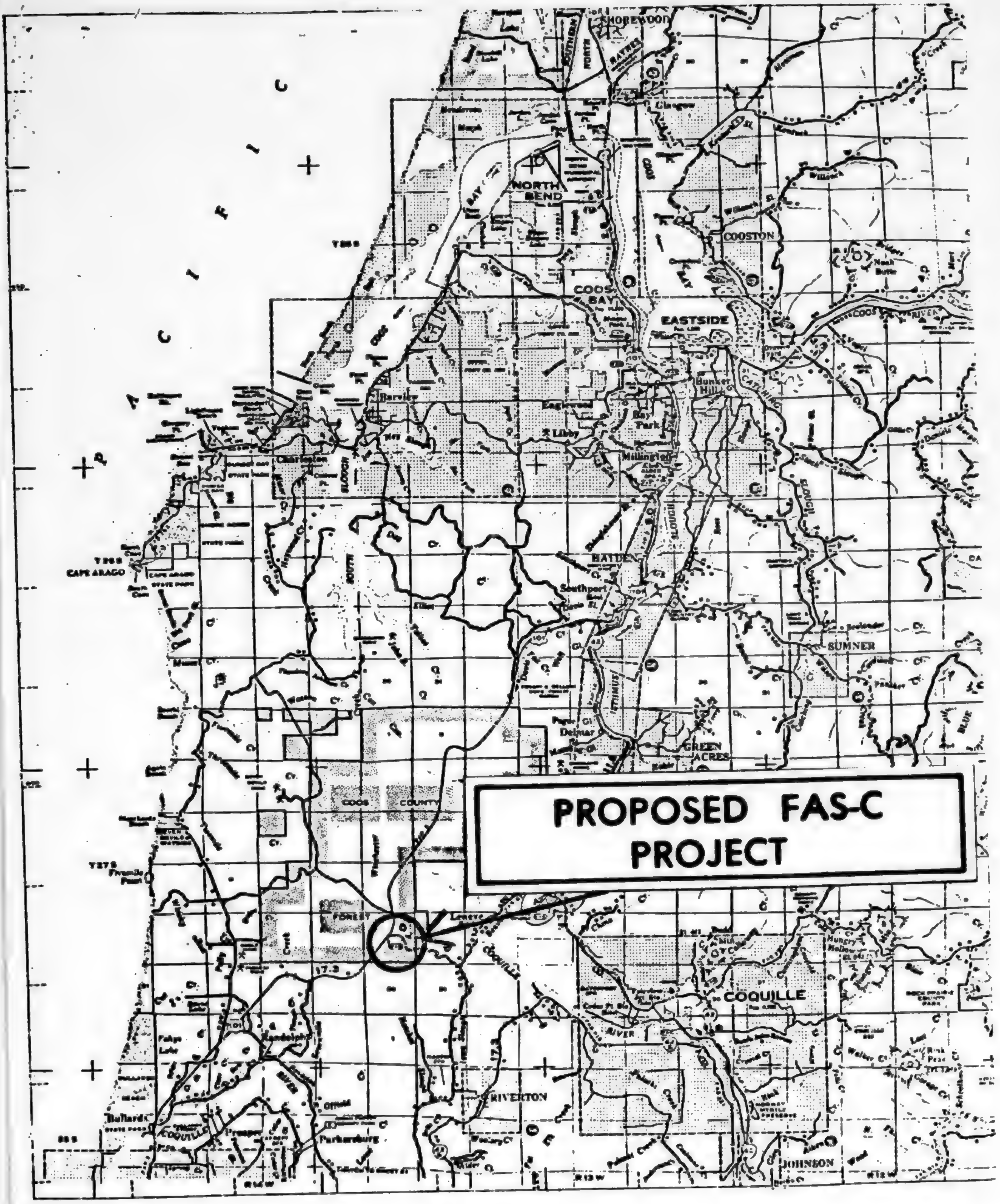
Date 5/9/83

D. E. Swan - Please add to PCS & Program.
Fred Miller
L. W. Rulien
R. N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
C. T. Keasey
George Bell
J. H. Versteeg
L. E. George
Cam Gilmour
F. E. Terpin
W. J. Hart
Roger Trygstad
Don Adams
Steve Macnab
John Scofield
George Wills
Phil Lewellyn
Frank Lowe
Region 3:
  J. Gix
  Jack Ayres
  Neil Flanagan

FRED MILLER

RECEIVED
DOT DIRECTOR
MAY 26 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File


SHOREWOOD
Glasgow
NORTH BEND
COOSTON
COOS BAY
EASTSIDE
COOS RIVER
Bunker Hill
CATCHING
Barview
Charleston
Englewood
Libby
Millington
HAYDEN
Southport
SUMNER
ISTHMUS
Delmar
GREEN ACRES
CAPE ARAGO
T 26 S
T 27 S
COOS COUNTY
FOREST
COQUILLE
RIVER
Hungry Hollow
Randolph
RIVERTON
Bullards
Parkersburg
JOHNSON
R 14 W
R 13 W
R 12 W
P A C I F I C

PROPOSED FAS-C PROJECT

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

7715

SEE INSTRUCTIONS ON REVERSE ✓

SECTION HATCHET CREEK SLIDE	KEY ID #
	REGION III

STATE HIGHWAY # ~~603~~	HIGHWAY NAME Beaver Hill-Seven Devils	MILE POST FROM 1.2 TO 1.5	LENGTH 2,000±'
☐ URBAN ☒ RURAL	CITY ~~Coquille~~	COUNTY Coos	ROAD/STREET NAME same as highway
ROUTE # 208	FEDERAL AID # ~~A426~~ A427	APPLICANT (IF OTHER THAN STATE) Coos County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 16.5	GRADING (✓)	X	FILES (#)	N/A
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	N/A
ROADWAY	$ 134		STRUCTURES (✓)		RELOCATIONS (#)	N/A
STRUCTURES	$		SIGNING (✓)	X	**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	C
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	C
TEMPORARY PROTECTION	$ 4.5				RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$		ENVIRONMENTAL CLASS (1,2,3)	~~3~~ 2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 55 ~~20~~		DESIGN CATEGORY (1-7)	4	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 193.5	WORK TYPE (1-12)	3	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 210				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/82	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR 1982

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	0	0
AVERAGE DAILY TRAFFIC	844	---
YEAR OF AVERAGE DAILY TRAFFIC	1978	---

DEFINE THE PROBLEM

Due to wet weather, thus, wet subgrade a large embankment slide, leaving a large gap in the road, plus a second embankment slide to the edge of asphalt pavement.

1 Versteeg
Anderson
2
3
Terpin
4 Trout

RECEIVED
ROAD DESIGN
SECTION

Watson
Cy
mB
Return To
Action

PROPOSED SOLUTION

Reconstruct approximately 2000 feet of the roadway.

REQUESTED, REGION ENGINEER X J. K. Wilson	DATE 4-4-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PI ECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION HATCHET CREEK SLIDE

REGION III

PROJECT JUSTIFICATION

The wet weather over the last two years had saturated the fill material and this portion of the roadway embankment liquified and slid, leaving a large gap in the roadway and Coos County proposes to reconstruct the roadway.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION HATCHET CREEK SLIDE	KEY ID # REGION III

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	E	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	E	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N ~~C~~	RR PROTECTION	N	LOCAL AGREEMENT	A	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	A C	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	A	(LIST BELOW)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	N	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55 MPH		DESIGN STANDARDS ~~55 MPH~~ AASHTO	

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
0	0	0	0	4	0	0	12	0	12	0	0	4	0	0	0	0
				4			12		12			4				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Reconstruction	2,000±'	100±'			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS
PART 4 — URVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Coos County

SECTION HATCHET CREEK SLIDE	KEY ID#
	REGION III

Beaver Hill - Seven Devils Rd

SURVEY AUTHORITY A-427	AUTHORIZATION NO. 1	PREFIX 506-1979	DATE 3-28-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 500	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	10,000	10,000	918 LOCATION			935 SOILS	500	500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	500	500	920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	3,000	3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING		
910 REGION GEOLOGIST	500	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES	200	200			

	TOTALS	$ 16,500	$ 16,500
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER RS- A427(1)	ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Approved by Hwy Eng'r 5-4-83 169,000 FAS-c

PREPARED BY	DATE 3-28-73	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 6/20/83
RECOMMENDED, REGION ENGINEER X	DATE 4-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 6/16/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-6-83	

734-1914 (7-82)

7715

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: Harold Reynoldson
Program Management

DATE: March 31, 1983

FROM: Jack Ayres JA
Region Federal Aid Specialist

SUBJECT: Hatchet Creek Slide
Coos County

[illegible]

Attached is a FAS-C project ~~application~~ perspectus for the proposed emergency and permanent repair of the Hatchet Creek Slide on the Beaver Hill - Seven Devils Road in Coos County.

You will note on Part 1 of the prospectus the dollar figures appear in pencil. I requested the county do this and it has been discussed with Phil Lewellyn. The only figure that should remain intact is the $169,000 shown in the total estimate box.

On Part 3 in the project environmental classification the statement of estimated right of way impacts is true, but perhaps should be carried one step further for project classification determination. The right of way does in fact belong to Coos County and the county has title to it. It is, however, part of the Coos State Forest and perhaps this should be addressed for a proper classification. This has been discussed with Cam Gilmour of the Environmental section.

Coos County has requested that Luckman Engineering perform preliminary engineering and construction engineering on this project. Rock Luckman is currently on annual retainer by Coos County to perform the county's routine engineering tasks. I have discussed this proposal with Ernie Valach of FHWA who indicated that since this is an emergency repair situation, the formal consultant selection process could be waived. This will allow this project to go to contract three to four months sooner.

If further information is required please contact me.

ja/cp
attach.
cc: Cam Gilmour
F. Terpin
F. Morrison

[illegible]

REFERRED TO ______________________
FOR ______________________
FILE: [illegible]

9715

County of Coos

BOARD OF COMMISSIONERS
COOS COUNTY COURTHOUSE
COQUILLE, OREGON 97423
Phone: 396-3121

R. A. "Bob" Emmett
Ed "Doc" Stevenson
Jack L. Beebe, Sr.

March 24, 1983

Jack Ayres
Regional Federal Aid Specialist
P O Box 1128
Roseburg Or 97470

Mr. Ayres:

This letter is to confirm that the proposed Beaver Hill Project, (Hatchet Creek Slide) has been declared to be an emergency project. The use of this road has considerable economic benefit to Coos County. It therefore requires immediate attention regarding the engineering and design to facilitate its reconstruction.

We intend to apply a portion of our FAS-C funds to finance the project.

At this time we have an engineering firm working for us, as consultant, on retainer and will immediately proceed with the necessary engineering, as required, to get this project under way.

The firm, Luckman Engineering, Rte 1, Box 565, Coquille Oregon, is licensed and certified in the State of Oregon and we feel is competent to perform the work.

In the future, we understand that when an emergency does not exist and time is not of the essence, we may be required to handle the engineering in a different manner when contemplating a FAS project.

Sincerely,
COOS COUNTY BOARD OF COMMISSIONERS

Jack L Beebe
Chairman

Robert Emmett
Commissioner

Doc Stevenson
Commissioner

JRP/BOC/de

9715

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: MEMO TO THE FILES

DATE: March 21, 1983

FROM: Jack Ayres JA
Region Federal Aid Specialist

SUBJECT: Contract for Engineering Services
Luckman Engineering
Coos County

In regards to the proposed county road project on ~~Bunker~~ Beaver Hill Road which has incurred a massive fill slide at the westerly end requiring a hazardous and circuitous detour, the county requests immediate FAS project funding to correct and repair this important link to the Oregon Coast Highway.

The county currently has Luckman Engineering hired on an annual contract for engineering services. Due to the emergency nature of this slide, they wish to proceed with preliminary engineering having Luckman Engineering perform this work. Since FAS-C funds are involved, I contacted Mr. Ernie Valach of FHWA who informed me that since an emergency does indeed exist FHWA will waive the requirement for Coos County to go through the consultant selection process since they had not hired Luckman Engineering using this process.

By allowing Luckman Engineering to do this preliminary engineering work the time of repair can be reduced by approximately three to four months.

It is estimated that the total project cost including preliminary engineering will not exceed $170,000. This is approximately the current balance in Coos County's FAS-C account.

ja/cp

cc: Gary Potter ✓
Frank Morrison

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☑
SWM ☐ MIK ☐ DNH ☐
MAR 25 1993
REFERRED TO ____________________
FOR ____________________
FILE: PM. FA LG.

1983 Trail Creek Br. Sec. of 9716
Loper Ln. (Grading, paving, and
structure)

9716

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY ISION INVOICE

		AGENCY	CURRENT DOCUMENT NUMBER
		02	145023
YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5547	3/6/87	0001000937-00

Jackson County
Dept. of Public Works
200 Antelope RD
White City OR 97503

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09716-010	L01	8031			844010	10	$10,100.95
PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE				

↑ FOLD

DESCRIPTION:

Final settlement BROS 1500(3)
Trail Creek (Loper Lane) Bridge
Contract 9716 agreement 7487

See attached itemized statement

AMOUNT DUE: $10,100.95

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

	TOTAL PRICE
TOTAL AMOUNT DUE	$10,100.95

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz 378-6514 or Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
CA UNIT ___ PROGRAM UNIT ___
MAR 23 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

- 9716

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 9, 1986

COUNTY: Jackson AGREEMENT NO: 7487 PROJECT NO: BROS-1500(3)

CONTRACT NO: 9716 SECTION: Trail Creek (Loper Lane) Bridge

PRELIMINARY ENGINEERING PREFIX (C215-1994)

	Participating	Non Participating
Project Manager	$ 2,857.25	$
Final Design	3,657.33	
Region Geology	650.76	
Region Utility Liaison	89.13	
Location	461.88	
Program Section	15.77	
Administrative Services	41.81	
Environmental Section	143.88	
Structural Foundations	3,116.92	
Free Bridge Design	4,285.27	
Free Specifications	1,175.04	
R/W Utility Liaison	46.21	
Surface Design Engineer	72.23	
Hydraulics	2,111.91	
Total P.E. Cost	$ 18,725.39	$
Less Free Bridge Design & Specs.	(5,460.31)	
P.E. Cost Chargeable to County	$ 13,265.08	$

CONSTRUCTION PREFIX (C215-1046) & C09716

	Participating	Non Participating
Payment to Contractor	$161,234.62	$
Field Engineering	17,711.58	20,747.93
Materials Lab	4,914.63	
Technical Services	576.53	
Construction Branch	326.65	
Region Office Charges	606.68	
Program Section	49.12	
Total Construction Cost	$185,419.81	$ 20,747.93

SUMMARY

Total Participating P.E. Cost	$ 13,265.08
Total Participating Const. Cost	185,419.81
Total Participating Cost	$198,684.89

FEDERAL FUNDS

P.E. (80%)	$ 10,612.06	
Const. (80%)	148,335.85	$(158,947.91)
Subtotal		39,736.98
Plus Non Participating County Cost		20,747.93
Less 1/2 Field Engineering Non-Participating Cost		(10,373.96)
Less County's Advance Deposits		
P.E. AD #930	$ 3,660.00	
Const. AD #83-77	36,350.00	(40,010.00)
BALANCE DUE FROM COUNTY		$ 10,100.95

MKS:me

12/06/86

JOB COST SUMMARY
E/ SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

9716

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURR MON
C09716	011	020	598	0521		
C09716	011	020	598	0521		
C09716	011	020	598			
C09716	011	020				
C09716	011	900	240	8031		
C09716	011	900	240	8031		
C09716	011	900	240			
C09716	011	900	598	0521		
C09716	011	900	598	0521		
C09716	011	900	598			
C09716	011	900				
C09716	011	921	136	0521		
C09716	011	921	136	0521		
C09716	011	921	136			
C09716	011	921				
C09716	011	929	504	0521		
C09716	011	929	504	0521		
C09716	011	929	504			
C09716	011	929				
C09716	011					
C09716	021	900	598	0521		
C09716	021	900	598	0521		
C09716	021	900	598			
C09716	021	900				
C09716	021					
C09716						

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE	
0521		.00	182.13-	
0521		.00	182.13-	
		.00	182.13-	
		.00	~~182.13-~~	out Training!
8031		.00	100.00-	
8031		.00	100.00-	
		.00	100.00-	out of Practic
0521		.00	22,268.77	
0521		.00	22,268.77	
		.00	22,268.77	
		.00	22,168.77	
0521		.00	3.35	
0521		.00	3.35	
		.00	3.35	
		.00	3.35	
0521		.00	104.30	
0521		.00	104.30	
		.00	104.30	
		.00	104.30	
		.00	22,094.29	
0521		.00	~~15,999.53-~~	
0521		.00	~~15,999.53-~~	
		.00	~~15,999.53-~~	
		.00	~~15,999.53-~~	
		.00	~~15,999.53-~~	
		.00	83.63	

```
12/06/86                                              JOB COST SUMMARY
                                               E  SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                    PAYROLL CHARGES ARE LOADED

                                                              CREW      MSA        CU
              EA        SUBJOB   ACTIVITY   OBJ-DETAIL       NUMBER    FIELD        N

            C09716       000                   470            8034
            C09716       000                   470            8034

            C09716       000                   470

            C09716       000                   504            0100
            C09716       000                   504            0100

            C09716       000                   504

            C09716       000

            C09716       000        900        504            0100
            C09716       000        900        504            0100

            C09716       000        900        504

            C09716       000        900

            C09716       000        901        001            7363
            C09716       000        901        001            7363

            C09716       000        901        001

            C09716       000        901

            C09716       000

            C09716       010        060        598            0521
            C09716       010        060        598            0521

            C09716       010        060        598

            C09716       010        060

            C09716       010        900        240            8031
            C09716       010        900        240            8031

            C09716       010        900        240

            C09716       010        900        598            0521
            C09716       010        900        598            0521

            C09716       010        900        598

            C09716       010        900

            C09716       010
```

JOB COST SUMMARY
OB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
8034		.00	69.00
8034		.00	69.00
		.00	69.00
0100		.00	2.70
0100		.00	2.70
		.00	2.70
		.00	71.70
0100		.00	4.65
0100		.00	4.65
		.00	4.65
		.00	4.65
7363		.00	81.90
7363		.00	81.90
		.00	81.90
		.00	81.90
		.00	158.25
0521		.00	.14-
0521		.00	.14-
		.00	.14-
		.00	~~.14-~~ out
8031		.00	100.00
8031		.00	100.00
		.00	100.00 New Partie
0521		.00	6,269.24-
0521		.00	6,269.24-
		.00	6,269.24-
		.00	6,169.24-
		.00	6,169.38- out

9716

1

```
11/15/86                                              JOB COST SUMMARY
                                    E /SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
                                            PAYROLL CHARGES ARE LOADED

                                                      CREW       MSA             CU
        EA        SUBJOB   ACTIVITY   OBJ-DETAIL     NUMBER     FIELD            M

     C2151994      011       921         136          0521
     C2151994      011       921         136          0521

     C2151994      011       921         136

     C2151994      011       921

     C2151994      011       929         504          0521
     C2151994      011       929         504          0521

     C2151994      011       929         504

     C2151994      011       929

     C2151994      011

     C2151994
```

JOB COST SUMMARY

/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER

PAYROLL CHARGES ARE LOADED

ETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	0521		.00	3.35-
	0521		.00	3.35-
			.00	3.35-
			.00	3.35-
	0521		.00	104.30-
	0521		.00	104.30-
			.00	104.30-
			.00	104.30-
			.00	107.65-
			.00	107.65-

9-716

ROUTING SLIP

Date

Director
Asst Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics Div.
Bridge
Commission Services
Communications (Radio)
Construction
Employee Development
Environmental
Equipment Shop & Storeroom
Finance (DOT)
FHWA
General Files
Graphics
Information Center
Information Systems Br.
Labor Relations

Landscape
Legal
Library
Location
Mailroom
Maintenance
Materials
Motor Vehicles Div.
Parks & Recreation Div.
Permits & Weighmasters
Personnel Operations
Personnel Services Br.
Photocopy
Photo Lab
Planning (Highway)
Policy & Planning (DOT)
Program Section
Public Affairs
Public Transit Div.
Records Management

Research
Right of Way
Road Design
Safety & Health
Service Center
Sign Shop
[✓ State Highway Engineer]
Technical Services
Traffic Signal Unit
Traffic
Utilities
Metro Region
Region No. ______
District No. ______
Project Mgr. ______

NOTED
E. S. HUNTER

Attention: E. S. Hunter

From: W. Hart

Comments: Also attached are summaries of 3 projs. with const. engr. overruns

731-0082 (Rev. 4-84)

[illegible]
[illegible]
9758
9695

Orig to Fredrickson
1/3/85

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: December 31, 1984 PLA 14-1

Walter J Hart

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Construction Cost Overruns
Local Government Projects

NOTED
E. S. HUNTER

There is a disturbing trend towards significant cost overruns for construction engineering on small highway bridge replacement projects. This is of concern on all projects but becomes particularly important on local government projects where the city or county must cover 100 percent of the construction engineering charges in excess of the 15 percent FHWA limits on construction engineering.

The Department has an obligation under the terms of individual project agreements to keep local government units advised on cost overruns. I do not believe this is being done in all cases. The Department also has an obligation to efficiently manage construction engineering, and I believe we need to assess our performance in that area.

There is a recently completed project, Slick Rock Creek Bridge in Lincoln County-Contract 9758, that could become a real embarrassment to the Department. The last report I saw on this project had the construction engineering at 309 percent of the project authorization ($14,100 authorized versus $43,600 expended). The local 20 percent match of the HBR funds for this project was provided by a local improvement district. The total LID contribution to the project based on the project authorization is something on the order of $36,000. The overrun of construction engineering can have the LID looking at a further unanticipated obligation of approximately $20,000. I do not believe that the LID will or should accept that quietly.

I realize that I may be encroaching into an arena that is outside of my responsibility. I nevertheless feel that a problem exists that needs to be addressed.

WJH:jrb

RECEIVED
STATE HWY ENGR
JAN 2 '85
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File
	✓				✓	

NOTED
W. E. SCHWARTZ

Jackmond should be working on.
Advise W. Hart what we are doing.
—WES

Jackson County Agreement # 7487 Project # BROS-1500(3

Contract # 9716 Trail Creek (Lopez Lane) Br

Construction Prefix 215-1046

	Participating	Non Participating
Work Preformed By Contractor	*160,150.00	
Total Engineering Expense As of Nov 1984 (15%) Participating	*24,022.50	*26,758

* These Figures Are Estimates Only

MKS Dec 28, 1984

MKS Dec 28, 1985

9716

October 3, 1984

Fireman's Fund Insurance Co.
PO Box 3825
Portland, OR 97208

CON 5
#9716

Gentlemen or Ladies:

Contract No. 9716 awarded to Stach Construction Company for work on the Trail Creek Bridge Section of Loper Lane in Jackson County was completed on July 11, 1984, and accepted by the State Highway Division on September 26, 1984.

The total contract amount is $161,234.62 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Stach Construction Company
PO Box 730
Grants Pass, OR 97526

Kingrey, Price & Duyck Insurance
PO Box 784
Springfield, OR 97477

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
James J. Gix

: 9716

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-174	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-25-84	State OREGON
PROJECT REPORT NUMBER		County JACKSON
MODIFICATION NUMBER 3		Project Number BROS-1500(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 3, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 210,180.00	$ 215,630.00
Federal funds	$ 168,144.00	$ 172,504.00
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of September, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 18, 1984

FEDERAL AID PROJECT NO. BROS-1500(3)

TRAIL CR. (LOPER LANE) BRIDGE
COUNTY ROAD
JACKSON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG
PRELIMINARY ENGINEERING

Total the same as on revised estimate of September 29, 1983	$ 24,300.00

TYPE CODE X080
STRUCTURE, BRIDGE NO. 16619 (Sta. 0+19 to Sta. 2+15)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Toe Trench Excavation	$ 9.00	245	$ 2,205.00	286.9	$ 2,582.10
Aggregate Base	20.00	240	4,800.00	363.3	7,266.00
Class B or C Asphalt Concrete	52.00	120	6,240.00	141.76	7,371.52
Filter Blanket	12.00	55	660.00	72.5	870.00
Structural Excavation Below Elevation Shown	20.00	20	400.00	27.75	555.00
SUBTOTALS			$ 13,905.00		$ 18,644.62

Increase	$ 4,739.62
SUBTOTAL from estimate of June 7, 1984	161,635.00
SUBTOTAL	$ 166,374.62
Engineering	24,955.38
TOTAL	$ 191,330.00

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Preliminary Engineering	$ 24,300.00	$ 19,440.00	$ 1,200.00	$ 3,660.00
Structures	191,330.00	153,064.00	--	38,266.00
TOTAL	$215,630.00	$172,504.00	$ 1,200.00	$41,926.00

Group 1: 100%
Contract No. 9716
Prefix: 215,1994
Prefix: 215-1046

WH:pf

4716

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6-252

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

6-1-84

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Jackson

Project Number BROS-1500(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 3, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 206,070.00	$ 210,180.00
Federal funds	$ 164,856.00	$ 168,144.00
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of June, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

G-14 File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 7, 1984

FEDERAL AID PROJECT NO. BROS-1500(3)

TRAIL CR. (LOPER LANE) BRIDGE
COUNTY ROAD
JACKSON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG
PRELIMINARY ENGINEERING

Total the same as on previously revised estimate of September 29, 1983 $ 24,300.00

TYPE CODE X080
STRUCTURE, BRIDGE NO. 16619 (STA. 0+19 TO STA. 2+15)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Toe Trench Excavation	$ 9.00	80	$ 720.00	245	$ 2,205.00	
	Subtotals		$ 720.00		$ 2,205.00	
					Increase	$ 1,485.00
	Subtotal from previously revised estimate of September 23, 1983					160,150.00
					Subtotal	$ 161,635.00
					Engineering	24,245.00
					Total	$ 185,880.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 24,300.00	$ 19,440.00	$ 1,200.00	$ 3,660.00
Structures	185,880.00	148,704.00	----	37,176.00
Total	$ 210,180.00	$ 168,144.00	$ 1,200.00	$ 40,836.00

Group 1	100%
Contract No.	9716
Prefix:	215-1994
Prefix:	215-1046

WH:bkb

9716

COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 10-19		County Jackson
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10-3-83	Project Number BROS-1500(3)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 3 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 24,300.00	$ 206,070.00
Federal funds	$ 19,440.00	$ 164,856.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of October , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon September 29, 1983

Federal-Aid Project No. BROS 1500(3)

Trail Cr. (Loper Lane) Bridge Section
County Road in Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code PENG
Preliminary Engineering

Preliminary Engineering		All Required		$ 24,300.00
			Total	$ 24,300.00

Type Code X080
Structure, Bridge No. 16619 (Sta. 0+19 to Sta. 2+15)

Mobilization		All Required		$ 15,000.00
Embankment in Place	940	Cu. Yd.	7.00	6,580.00
Toe Trench Excavation	80	Cu. Yd.	9.00	720.00
Aggregate Base	240	Cu. Yd.	20.00	4,800.00
Class "B" or Class "C" Asphalt Concrete	120	Ton	52.00	6,240.00
Guard Rail, Type 2A	100	Lin. Ft.	14.00	1,400.00
Guard Rail, Type 3	100	Lin. Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	4	Each	370.00	1,480.00
Rail End Pieces, Type C	4	Each	80.00	320.00
Loose Riprap, Class 700	270	Cu. Yd.	19.00	5,130.00
Filter Blanket	55	Cu. Yd.	12.00	660.00
Bridge Removal Work		All Required		8,000.00
Shoring, Cribbing, Etc.		All Required		9,500.00
Structure Excavation	175	Cu. Yd.	12.00	2,100.00
Structure Excavation Below Elevations Shown	20	Cu. Yd.	20.00	400.00
Structural Concrete, Class 3300 (72 C.Y.)		All Required		21,000.00
4'x60'/65' Prestressed Slabs	12	Each	4,700.00	56,400.00
Reinforcement (7,800 Lbs.)		All Required		4,600.00
Metal Rail with Tubing	263	Lin. Ft.	40.00	10,520.00
				$ 157,350.00

Anticipated Items

Permanent Pavement Striping	All Required		$	1,500.00
Temporary Erosion Control	All Required			500.00
Roadside Seeding & Mulching	All Required			800.00
			$	2,800.00
		Subtotal	$	160,150.00
		Engineering		21,620.00
		Total	$	181,770.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 24,300.00	$ 19,440.00	$ 1,200.00	$ 3,660.00
Structure	181,770.00	145,416.00	-----	36,354.00
Total	$ 206,070.00	$ 164,856.00	$ 1,200.00	$ 40,014.00

Group 1	100%
Contract No.	9716
Prefix:	215-1994
Prefix:	215-1046

State L

TO BE COMPLETED BY FHWA 9-189	**U.S. DEPARTMENT OF TRANSPORTATION** FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-3-81	STATE **Oregon** COUNTY **Jackson** PROJECT NO. **BROS-1500(3)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Loper Lane in Trail

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-19-81	0.02
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT $ 24,300.00	FEDERAL FUNDS $ 19,440.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
XXX By For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 9-3-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon August 27, 1981

Federal Aid Project
No. BROS-1500(3)

Trail Cr. (Loper Lane) Bridge Section
County Road in Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$24,300.00
	TOTAL	$24,300.00

Length of Project -------------- 0.02 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering Retain in Program Status	$ 24,300.00	$ 19,440.00	$1,200.00	$ 6,660.00
Contract Work	250,700.00	200,560.00	----	50,140.00
TOTAL	$275,000.00	$220,000.00	$1,200.00	$56,800.00

Group 1 100%
Prefix 215-1944

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
CON 5

DATE: September 6, 1984

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Trail Creek Bridge Section
Tiller-Trail Highway, Jackson County
Contract No. 9716

This federal-aid grading and structure contract was recently completed and it is now apparent that the final cost will exceed the project authorization by $29,900.00 or 16.4 percent.

Minor variation of contract bid items quantities from estimated amounts added a net of $4,300 to the cost of the project.

The primary cause of the overrun is in the construction engineering costs. The remote location of the project in relation to the Project Manager's headquarters and the work schedule maintained by the contractor resulted in a high percentage of non-productive time spent on the project. In the fall of 1983, and again in the spring of 1984, the contractor attempted to work against high water levels in the stream with very little progress being made, while adding considerably to engineering expenses. In addition, extensive retesting was required to qualify materials from local aggregate sources.

There are sufficient funds available in the category of work and all the increase, except $25,800, is eligible for federal participation.

I recommend that the authorization be increased by $29,900 to a new total of $211,670.27. This matter will be on the consent calendar for the September 18 meeting.

bc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
J. J. Gix
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 6, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Trail Creek Bridge Section
Tiller-Trail Highway, Jackson County
Contract No. 9716

This federal-aid grading and structure contract was recently completed and it is now apparent that the final cost will exceed the project authorization by $29,900.00 or 16.4 percent.

Minor variation of contract bid items quantities from estimated amounts added a net of $4,300 to the cost of the project.

The primary cause of the overrun is in the construction engineering costs. The remote location of the project in relation to the Project Manager's headquarters and the work schedule maintained by the contractor resulted in a high percentage of non-productive time spent on the project. In the fall of 1983, and again in the spring of 1984, the contractor attempted to work against high water levels in the stream with very little progress being made, while adding considerably to engineering expenses. In addition, extensive retesting was required to qualify materials from local aggregate sources.

There are sufficient funds available in the category of work and all the increase, except $25,800, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $29,900.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
M. L. Havig
B. M. Walton
W. F. Cobine

Contains Recycled Materials

9716

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STA. VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 8-19-81 TO 4-12-85

FEDERAL AID PROJECT NO.
BROS-1500(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

A68
117

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 18,725.39	$ 18,725.39	80%	$ 14,980.31	$ 14,980.31	-0-
$206,167.74	$185,419.81	80%	$148,335.85	$148,335.85	-0-
$224,893.13	$204,145.20	80%	$163,316.16	$163,316.16	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY: OREGON
DATE: 7-14-86
SIGNATURE OF AUTHORIZED OFFICIAL: CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED: $0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	TRAIL CREEK (LOPER LANE) BRIDGE SECTION					
	COUNTY ROAD IN JACKSON COUNTY					
	Preliminary Engineering					
	Type Code PE					
	State	All Required			$ 18,725.39	
	Construction					
	Type Code X080					
	Structure, Bridge No. 16619 (Sta. 0+19 to Sta. 2+15)					
	Final Contract Payment Summary	Lump Sum			$161,234.62	
	Construction Engineering					
	State	All Required			$ 24,185.19	
	TOTAL PARTICIPATING PROJECT COST				**$204,145.20**	
	Non Participating Project Cost					
	Construction Engineering (State)	All Required			$ 20,747.93	
	TOTAL PROJECT COST				**$224,893.13**	
	Prepared based on Participating Cost as shown on the Federal Billing as of July 14, 1986.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          JUNE 1985        PAGE 263
                                                                                    FISCAL          GRAND TOTAL     ACTIVE YRS
                                                                                 YEAR TO DATE        TO DATE        BEG   END
     DESCRIPTION          PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH
                      215   1046     296     00 N 9                               9,445.81         166,985.02CR     83    85
                      215   1046     297     00 N 9                                                 36,350.00       83    84
                      215   1046     298     00 N 9                               9,445.81CR       130,635.02       83    85
                      215   1046     900     00 P 1          8.36                43,741.01CR        4,472.98CR      83    85
                      215   1046     900     00 P 2                              15,999.53          15,999.53 +158.63  84    84
                      215   1046     900     00 N 1                              26,455.13          26,758.92       83    84
                      215   1046     920     00 P 1           .08CR                  17.34              49.12       83    85
                      215   1046     928     00 N 1           .14                    31.81CR             .14        83    85
                      215   1046     940     00 P 1           .32CR                  71.32           4,218.32       83    85
                      215   1046     942     00 P 1                                                    696.31       83    84
                      215   1046     944     00 P 1                                                    468.88 +107.65  83    84
                      215   1046     945     00 P 1          1.13CR                 250.53             326.65       83    85
                      215   1046     946     00 P 1          2.63CR                 606.68             606.68       84    85
                      215   1046     950     00 P 1         11.76                 2,605.55CR           182.13       83    85
                                     TOT        P1          15.96                45,816.19CR       163,309.73
                                     TOT        P2                               15,999.53          15,999.53
                                     TOT        N1            .14                26,423.32          26,759.06
                                  ** JOB TOTALS **          16.10  **             3,393.34CR**     206,068.32  **

                                                                                                                   STATE
  JEFFERSON CO PVMT MRK #2     CONT NO     * FA PROJ NOS PMS 000S098 100
                      216   1048     270     01 P 1                                                  7,338.06       80    84
                      216   1048     296     00 N 9                                  5.17CR          7,831.49CR     80    84
                      216   1048     298     00 N 9                                  5.17            7,831.49       80    84
                      216   1048     900     00 P 1                                                     13.55       81    81
                      216   1048     915     00 P 1                                                    453.87       84    84
                      216   1048     948     00 P 1                                                     26.01       82    84
                                     TOT        P1                                                   7,831.49
                                  ** JOB TOTALS **                 **                   **           7,831.49  **

                                                                                                                   STATE
  MADRAS/PRNVL HWY-S MCMEEN CRK CONT NO 9075 * FA PROJ NOS SOS 1600001 100
                      216   1049     201     00 P 1                                                208,600.33       80    82
                      216   1049     206     00 N 1                                                    129.60       82    82
                      216   1049     270     01 P 1                                                    203.40       81    81
                      216   1049     296     00 N 9                                                201,158.89CR     80    83
                      216   1049     297     00 N 9                                                  8,708.77       83    83
                      216   1049     298     00 N 9                                                192,450.12       80    83
                      216   1049     900     00 P 1                                                 14,414.70       80    82
                      216   1049     920     00 P 1                                                    133.34       80    82
                      216   1049     940     00 P 1                                                    154.79       81    82
                      216   1049     944     00 P 1                                                     52.86       82    82
                      216   1049     945     00 P 1                                                    647.84       81    83
                      216   1049     946     00 P 1                                                    132.03       81    82
                      216   1049     948     00 P 1                                                     40.00       83    83
                                     TOT        P1                                                 224,379.29
                                     TOT        N1                                                     129.60
                                  ** JOB TOTALS **                 **                   **         224,508.89  **
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                                                                                      JUNE 1985        PAGE  946
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                        FISCAL         GRAND TOTAL
     DESCRIPTION                   PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH      YEAR TO DATE         TO DATE
                                                                                                   18,848.83
                                             TOT      P1                                           18,848.83   **
                                            **. JOB TOTALS **               **             **
                                                                                                                 STATE
MADRAS-PRNVIL HWY-GRIZZLY RD  CONT NO       * FA PROJ NOS SOS 1600001 100                           14,458.06CR
                                 216    1974      296     00 N 9                                     2,057.38
                                 216    1974      297     00 N 9                                    12,400.68
                                 216    1974      298     00 N 9                                     8,210.80
                                 216    1974      901     00 P 1                                     3,760.21
                                 216    1974      905     00 P 1                                       779.86
                                 216    1974      910     00 P 1                                        28.53
                                 216    1974      912     00 P 1                                        10.56
                                 216    1974      913     00 P 1                                         6.40
                                 216    1974      914     00 P 1                                        38.46
                                 216    1974      918     00 P 1                                        84.06
                                 216    1974      920     00 P 1                                     1,496.28
                                 216    1974      921     00 P 1                                        17.36
                                 216    1974      922     00 P 1                                        25.54
                                 216    1974      923     00 P 1                                    14,458.06
                                                  TOT     P1                                        14,458.06   **
                                            ** JOB TOTALS **                **             **

                                                                                                                 STATE
IRRIGATION CANAL BR           CONT NO       * FA PROJ NOS BROS1600002 100               590.45      11,411.90CR
                                 216    1980      296     00 N 9                        590.45CR     1,929.55
                                 216    1980      297     00 N 9                                     9,482.35
                                 216    1980      298     00 N 9                                     3,376.16
                                 216    1980      901     00 P 1                                     1,263.65
                                 216    1980      905     00 P 1                                        18.00
                                 216    1980      905     00 N 1                          5.10CR
                                 216    1980      906     00 P 1                                       695.49
                                 216    1980      910     00 P 1                                        38.26
                                 216    1980      914     00 P 1                                       675.17
                                 216    1980      918     00 P 1                                        41.50
                                 216    1980      920     00 P 1                                        17.75
                                 216    1980      920     00 N 1                        615.20CR       500.00
                                 216    1980      921     00 P 1                                        21.03
                                 216    1980      922     00 P 1                                     2,832.63
                                 216    1980      926     00 P 1                          5.10       1,768.72
                                 215    1980      927     00 P 1                        615.20         615.20
                                 216    1980      929     00 P 1                                        25.13
                                 216    1980      932     00 P 1                                    11,852.94
                                                  TOT     P1                                            35.75
                                                  TOT     N1                                        11,888.69   **
                                            ** JOB TOTALS **                **             **

                                                                                                                 STATE
TROUT CR(CLEMENTS RD)BR       CONT NO       * FA PROJ NOS BHOS1600004 100                           16,700.00CR
                                 216    1981      296     00 N 9
```

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	215	1912	901	00	N 1		229.36	229.36	
	215	1912	905	00	P 1	16.69CR	3,747.84	3,747.84	
	215	1912	906	00	P 1		7.20	7.20	
	215	1912	909	00	P 1	6.79CR	1,520.41	1,520.41	
	215	1912	911	00	P 1	.20CR	43.00	43.00	
	215	1912	918	00	P 1	1.14CR	255.93	259.86	
	215	1912	920	00	P 1	.03CR	7.54	104.77	
	215	1912	921	00	P 1		3.00	3.00	
	215	1912	922	00	P 1	.11CR	24.45	24.45	
	215	1912	926	00	P 1	13.16CR	3,762.86	3,762.86	
	215	1912	926	00	N 1		36.72	36.72	
	215	1912	927	00	P 1	14.67CR	3,351.92	3,351.92	
	215	1912	933	00	P 1	.32CR	70.60	70.60	
	215	1912	937	00	P 1	4.00CR	1,101.05	1,101.05	
			TOT	P1		89.72CR	23,362.68	23,463.84	
			TOT	N1			266.08	266.08	
			** JOB TOTALS **			89.72CR**	23,628.76 **	23,729.92 **	
SPTC XING @ SAGE RD-CENT PNT	CONT NO	* FA PROJ NOS RRP 000S016 100						STATE	
	215	1966	296	00	N 9			144.34CR	
	215	1966	298	00	N 9			129.91	
	215	1966	299	00	N 9			14.43	
	215	1966	905	00	P 1			56.10	
	215	1966	914	00	P 1			88.24	
			TOT	P1				144.34	
			** JOB TOTALS **			**	**	144.34 **	
TRAIL CR(LOPER LANE)BRIDGE	CONT NO	* FA PROJ NOS BROS1500003 100						STATE	
	~~215~~	~~1994~~	~~296~~	~~00~~	~~N 9~~			~~18,879.06CR~~	
	~~215~~	~~1994~~	~~297~~	~~00~~	~~N 9~~			~~3,800.00~~	
	~~215~~	~~1994~~	~~298~~	~~00~~	~~N 9~~			~~15,079.06~~	
	215	1994	901	00	P 1			2,857.25	✓
	215	1994	905	00	P 1			3,657.33	✓
	215	1994	906	00	P 1			~~581.84~~	TO 927
	215	1994	910	00	P 1			650.76	✓
	215	1994	914	00	P 1			89.13	
	215	1994	918	00	P 1			461.88	
	215	1994	920	00	P 1			15.77	
	215	1994	921	00	P 1			~~375.78~~	TO 929
	215	1994	922	00	P 1			41.81	
	215	1994	923	00	P 1			143.88	
	215	1994	926	00	P 1			~~3,112.85~~	
	215	1994	927	00	P 1			~~3,703.43~~	4285.27
	215	1994	929	00	P 1			~~922.70~~	1298.48
	215	1994	932	00	P 1			46.21	
	215	1994	933	00	P 1			72.23	
	215	1994	937	00	P 1			2,111.91	

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         JUNE 1985        PAGE  262

                                                                                   FISCAL         GRAND TOTAL       ACTIVE YRS
    DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      YEAR TO DATE       TO DATE          BEG    END

                                                   TOT     P1                                     611,071.89
                                                   TOT     N1                                       2,190.94
                                                ** JOB TOTALS **                **           **   613,262.83  **

                                                                                                                   STATE
  SPTC X-SAGE RD              CONT NO       * FA PROJ NOS RRP 000S016 100
                                  215    1021      270     01 P 1                                  57,950.25       82     82
                                  215    1021      270     02 P 1                                   9,986.81       82     82
                                  215    1021      296     00 N 9                                  69,513.02CR     81     83
                                  215    1021      298     00 N 9                                  62,561.72       81     83
                                  215    1021      299     00 N 9                                   6.951.30       83     83
                                  215    1021      900     03 P 1                                     895.59       81     82
                                  215    1021      915     00 P 1                                     386.68       82     83
                                  215    1021      915     00 N 1                                        .35CR     83     83
                                  215    1021      915     02 P 1                                     211.61       82     82
                                  215    1021      920     00 P 1                                      52.39       81     83
                                  215    1021      920     00 N 1                                        .04CR     83     83
                                  215    1021      948     00 P 1                                      29.69       82     83
                                  215    1021      948     00 N 1                                        .01CR     83     83
                                                   TOT     P1                                      69,513.02
                                                   TOT     N1                                            40CR
                                                ** JOB TOTALS **                **           **    69,512.62  **

                                                                                                                   STATE
  JACKSON CO PVT MARKING      CONT NO 9382 * FA PROJ NOS PMS 000S103 100
                                  215    1030      201     00 P 1                                 152,030.00       82     83
                                  215    1030      206     00 N 1                                      82.92       83     83
                                  215    1030      296     00 N 9                                 166,923.77CR     81     84
                                  215    1030      297     00 N 9                                     109.92CR     84     84
                                  215    1030      298     00 N 9                                 167,033.69       81     83
                                  215    1030      900     00 P 1                                  14,325.25       81     83
                                  215    1030      900     00 N 1                                      27.00       82     82
                                  215    1030      920     00 P 1                                      50.57       81     82
                                  215    1030      940     00 P 1                                     238.75       82     82
                                  215    1030      941     00 P 1                                      33.56       82     82
                                  215    1030      944     00 P 1                                     202.68       82     83
                                  215    1030      945     00 P 1                                     152.88       81     83
                                                   TOT     P1                                     167,033.69
                                                   TOT     N1                                         109.92
                                                ** JOB TOTALS **                **           **   167,143.61  **

                                                                                                                   STATE
  S STAGE RD-KINGS HWY        CONT NO            FA PROJ NOS HES 000S006 100
                                  215    1040      296     00 N 9     4,388.63CR       4,388.63CR       4,388.63CR     85     85
                                  215    1040      298     00 N 9     4,388.63         4,388.63         4,388.63       85     85
                                                ** JOB TOTALS **                **           **                 **

                                                                                                                   STATE
  TRAIL CREEK BRIDGE LOPER LANE CONT NO 9716   FA PROJ NOS BROS1500003 100 BROS1500003
                                  215    1046      201     00 P 1                       415.50CR      161,234.62       83     84
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-1100-004									
F04117									
C10238 -011	113,233.08	69,940.88	107,592.52						
AGREEMENT TOTALS	140,162.21	99,982.06	134,349.89	80.00	104,242.00	107,479.91	3,237.91	B	4,259.94
FED PROJ TOTALS	140,162.21	99,982.06	134,349.89		104,242.00	107,479.91	3,237.91	B	4,259.94
FEDERAL PROJECT: BROS-1500-003									
F01599									
C09716 -000	158.25	15.07	158.25						
C09716 -010	20,589.68	.00	.00						
C09716 -011	185,419.81	148,320.78	185,419.81						
AGREEMENT TOTALS	206,167.74	148,335.85	185,578.06	80.00	148,335.85	148,462.45	126.60	B	.00
F01600									
C09716 -021	.00	3,688.05	.00						
AGREEMENT TOTALS	AGREEMENT WAS NOT PROCESSED - SEE ERROR LISTING ON CONTROL REPORT								
F01605									
C2151994-011	18,725.39	14,980.31	18,725.39						
AGREEMENT TOTALS	18,725.39	14,980.31	18,725.39	80.00	14,980.31	14,980.31	.00		.00
FED PROJ TOTALS	224,893.13	163,316.16	204,303.45		163,316.16	163,442.76	126.60	B	.00
FEDERAL PROJECT: BROS-1500-004									
F01602									
C2151911-000	15,830.81	.00	15,830.81						
C2151911-010	181.45	.00	.00						
C2151911-011	47,410.55	25,280.00	47,410.55						
AGREEMENT TOTALS	63,422.81	25,280.00	63,241.36	80.00	25,280.00	50,593.09	25,313.09	B	.00
F01606									
C2152529-000	1,900.46	918.99	1,900.46						
C2152529-011	1,021.24	1,418.37	1,021.24						
AGREEMENT TOTALS	2,921.70	2,337.36	2,921.70	80.00	2,400.00	2,337.36	.00		.00

9716

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: TRAIL CREEK BRIDGE

WEEK ENDING: 07/14/84

SECTION PREFIX: 215-1046

HIGHWAY: COUNTY RD(Loper Lane)

COUNTY: JACKSON

NAME OF JOB: TRAIL CREEK BRIDGE

KIND OF WORK: GRADING, PAVING AND STRUCTURES

CONTRACTOR: STACH CONSTRUCTION CO.

CONTRACT NUMBER: 9716

FEDERAL AID PROJECT NUMBER: BROS-1500(3)

DATE OF CONTRACT: SEPTEMBER 24, 1983

DATE WORK STARTED: NOVEMBER 9, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 113

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 94

PROJECT AUTHORIZATION: $ 181,770.25

EXCLUSIVE OF ENGINEERING: $ 167,356.75

ENGINEERING AUTHORIZATION: $ 14,413.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 167,356.75

ENGINEERING COST TO DATE: $ 36,400.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 253 %

DATE PROJECT WAS COMPLETED: June 5, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06	0.06			0.06
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.06	0.06			0.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,265	240			120
TOTAL QUANTITIES CORRECTED TO DATE	797	353			141
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	797	353			141
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16619							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 08		0		
MONDAY 09		0		
TUESDAY 10		0		
WEDNESDAY 11		0		
THURSDAY 12		0		
FRIDAY 13		0		
SATURDAY 14		0		

RECEIVED
JUL 1 [illegible] 1984
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

08 SUNDAY	No Activity
09 MONDAY	PROJECT COMPLETE.
10 TUESDAY	
11 WEDNESDAY	
12 THURSDAY	
13 FRIDAY	
14 SATURDAY	

REMARKS

Project complete - Final Report.

SIGNED Kenneth Fordice LOCATION Roseburg

M.G. Havig

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP•F216

9716

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: Jan Peterson
Contract Accounting Supervisor

DATE: July 1, 1985

FROM: Jack Ayres JA
Region Federal Aid Specialist

SUBJECT: Trail Creek (Loper Lane) Bridge
Contract No. 9716

I am requesting all charges to the Trail Creek (Loper Lane) Bridge construction project, Contract No. 9716, so that a detailed recapitulation can be made to Jackson County for the dollar amount above the 15% limit of this contract. It appears that the County will be requested to pay approximately $28,000 of their funds to close out this project.

Last month we had requested from them $10,000 on another project in Jackson County. They are not happy with the Highway Division at the present time. Therefore, any information you can furnish on this issue will be appreciated. If possible, I would also like to know when you anticipate sending Jackson County their final bill for the Trail Creek Bridge project.

ja:cjb

cc: Mike Schultz
R. Busey

NOTED
V.E. SKOO

NOTE
FR. G

Sent copy of charges to
Jack Ayres 7-18-85
Jack is going to review charges
J Gix and Jack will talk with
County after review
JKES

RECEIVED
JUL 2 1985
HIGHWAY ACCOUNTING

81-128-1367

7716

N

ROAD DESIGN SECTION

DES 16

11-1-83
~~October 13, 1983~~

C. T. Keasey
Construction Engineer

Donald L. Trout
Final Project Coordinator

Trail Creek Bridge Section
County Road (Loper Lane)
Jackson County

Enclosed are five copies of Removal/Fill Permit No. 358 issued to Stach Construction Company for this project.

DLT:kkr

Attachments

11/1/83

Ken Fordice, Reg 3 called to verify permit conditions - said contractor thought he could do job w/permit conditions - I told Ken I saw no problem if he could.

Don Trout

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: July 27, 1982

FROM: Gene M Finley
Gene M. Finley, P.E.
Hydraulic Design Engineer

SUBJECT: Trail Creek Bridge #290182
Loper Lane
Jackson County

Versteeg
Anderson
cm Adams
Olson
dm Sullivan
Terpin
Trout
Wekerlig

RECEIVED
JUL 30 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

The proposed project will replace an existing 120-foot long, four-span timber bridge located 27± feet downstream from the proposed site.

HYDROLOGY

Trail Creek is a north-south tributary of the Rogue River and drains approximately 47.7 square miles above the bridge site. Thirty-five years of stream gage data are available from gage number 14-3380. The gage is located on Elk Creek which is the adjacent drainage basin with a drainage area of 133 square miles. The recurrence interval vs. peak discharge relationship listed below was determined from a statistical analysis of this gage data using a Log-Pearson Type III distribution and then adjusted to reflect the drainage area at the bridge site.

Recurrence Interval	Peak Discharge
100-year	9.400 cfs
50-year	8,800 cfs
25-year	8,300 cfs
10-year	7,400 cfs
5-year	6,700 cfs

Mr. Gene Earl, retired (July 1982) Road Superintendent with thirty-one years of service for Jackson County, stated that highwater from the December 22, 1964 flood reached the top of the west end of the existing bridge. The water surface for this flood is estimated to have been at elevation 93.4 feet (assumed datum) along the upstream embankments. Mr. Earl stated that during this flood "slow moving" roadway overflow occurred through a sag area just west of the bridge. Mr. Dale Petraseck, Chief Engineer for Jackson County, estimated this overflow inundated 70 feet of roadway to a maximum depth of three feet. This flood, the largest flood of record, is estimated to have been the 80-year flood with a peak discharge of 9,140 cfs (8,700 cfs under bridge and 440 cfs over roadway). After the 1964 flood, county maintenance personnel filled the sag area west of the bridge to elevation 93.0± feet (assumed datum). It is estimated that filling the sag area would increase the highwater elevation of the 80-year flood to 93.6 feet (assumed datum) along the upstream embankments (9,050 cfs under bridge and 90 cfs over the roadway).

Mr. Earl also stated that during the 1974 flood, the impact from floating logs sheared the timber portion of bent 2 from its concrete footing. It was replaced on the original footing shortly after the 1974 flood. Recent photographs of the existing bridge indicate that this footing is founded on solid rock.

HYDRAULIC DESIGN

The 25-year flood with a peak discharge of 8,300 cfs was chosen as the design flood.

Two types of structures were investigated: a 124 -foot, two-span structure with 1½:1 normal end slopes and a 108-foot, two-span structure with vertical abutments.

Mr. Earl stated that there exists a periodic debris problem along the west end of the existing bridge. He requested that the elevation of the westerly approach be raised two or three feet. To comply with this request and maintain a good vertical alignment, the following is suggested.

	124-FOOT BRIDGE (Assumed Datum)	108-FOOT BRIDGE (Assumed Datum)
Bottom Beam Elevation West End of Proposed Structure	93.3 ft.	93.6 ft.
Bottom Beam Elevation East End of Proposed Structure	96.4 ft.	96.3 ft.

The 124-foot, two-span structure should have a normal waterway opening of 610 square feet (including the projected area of one 1.5-foot wide pier) below the design highwater elevation of 91.8 feet (assumed datum). Along the upstream embankments, the highwater would be 93.1 feet, which includes 1.3 feet of backwater. Average velocity through the structure would be 13.7 fps.

The 108-foot, two-span structure should have a normal waterway opening of 630 square feet (including the projected area of one 1.5-foot wide pier) below the design highwater elevation of 91.8 feet (assumed datum). Along the upstream embankment, the highwater would be 93.1 feet, which includes 1.3 feet of backwater. Average velocity through the structure would be 13.2 fps.

The following tabulation compares the existing structure to the proposed structures for the 25-, 80- and 100-year floods.

9716

September 13, 1983

BRC 5-2

Jackson County
Board of Commissioners
County Courthouse
Medford, Oregon 97501

Attention: Robert Carstensen
Director of Public Works
200 Antelope Road
White City, Oregon 97503

Gentlemen:

On September 8, 1983, the Highway Division received a satisfactory bid from Stach Construction, P. O. Box 730, Grants Pass, Oregon 97526 for the Trail Creek (Loper Lane) Bridge Section. This is a highway bridge replacement project No. BROS-1500(3). Based upon the contractor's bid the County's advance deposit will be:

Contractor's bid	$157,350.00
Pavement striping	1,500.00
Temporary erosion control	500.00
Seeding and mulching	800.00
4 1/2% contingencies	7,206.75
9% engineering	14,413.50
Estimated Construction Cost	$181,770.25
Estimate P.E. Cost (does not include bridge design costs)	18,300.00
	$200,070.25
Estimate Project Cost	
County's share of construction costs is 20% of $200,070.25 =	$ 40,014.05
Less County advance deposit for P.E.	3,660.00
	$ 36,354.05

By rounding, the County's advance deposit will be $36,350.00

Rec'd
9-29-83
Inv. Pool
Inform
Region
Awarded

We will award the contract for the project when we receive your advance deposit, which should be in this office no later than September 30, 1983.

Please make your advance deposit by using one of the three suggested options on the attachced sheet.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary Potter
Project Manager

HR:jc

bc: W/AD 83-77: Region 3 Federal Aid Engineer, Jack Ayres

Vern Skoog - Please rreturn completed AD 83-77 when advance deposit is received.

Section Trail Creek Bridge Programming Estimate $ 230,000

Highway County R (Loper Lane) Project Length 0.06 mi.

9716

County JACKSON Completion Time 120 CWD

Kind of Work Grading, Paving, Structure Est. Comp. Date May 7, 1984

Prefix 215-1994-929 Letting Date Sept. 8, '83 Project No. BROS-1500(3)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 8-10-83

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files

Industrial Engineers
Information Systems
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Policy & Planning
Project Management & Operations Planning

Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Eng.
Traffic Signal Unit
Traffic
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number
Resident Engineer

ATTENTION:
Jack Ayres

FROM:
L.P.U.

COMMENTS:
Please inform the County

Form 731-0022 (8-81) SP*86790-734

CONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ 149,375.00

1,500

500

800

$ 2,800.00

Adjust Utilities:

Subtotal $ 152,175.00

Contingencies (4-1/2%) 6,847.88

Engineering (8, [✓ 9], 10%) 13,695.75

~~Subtotal~~ $

Credit for

Estimated Net Authorization, Construction $ 172,718.63

APPROVED

Est. PE Cost $ 18,300.00

Est. total Cost 191,018.63

County share is 20% 191,018.63 = $38,203.60

Less Advance Deposite for PE 3660.00

$ 34,543.60

Road Design Engineer

Rev. 11/81

Section Trail Creek Bridge Programming Estimate $ 250,000
Highway County F (Loper Lane) Project Length 0.06 mi.
County JACKSON Completion Time 120 CWD
Kind of Work Grading, Paving, Structure Est. Comp. Date May 7, 1984
Prefix 215-1994-929 Letting Date Sept. 8, '83 Project No. BROS-1500(3)

Rec'd 8/9/83
@ 2:50 PM

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 149,375.00
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	500	
State Furnished ______		
Roadside Seeding & Mulching	800	$ 2,800.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
Subtotal		$ 152,175.00
Contingencies (4-1/2%)		6,847.88
Engineering (~~8,~~ [✓ 9,] ~~10~~%)		13,695.75
~~Subtotal~~		$
Credit for ______		
Estimated Net Authorization, Construction		$ 172,718.63

APPROVED
Est. PE Cost $ 18,300.00
Est. total Cost 191,018.63
County Share is 20% 191,018.63 = $38,203.63
Less Advance Deposite for PE 3660.00
$ 34,543.63

______
Road Design Engineer

Rev. 11/81

Section Trail Creek Bridge Programming Estimate $ 250,000
Highway County F [illegible] (Loper Lane) Pr[illegible]ct Length 0.06 mi.
County JACKSON Completion Time 120 CWD
Kind of Work Grading, Paving, Structure Est. Comp. Date May 7, 1984
Prefix 215-1994-929 Letting Date Sept. 8, '83 Project No. BROS-1500(3)

RECV'D 8/9/83
@ 2:50 AM

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 149,375.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished ____		
Roadside Seeding & Mulching	800	$ 2,800.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 152,175.00
Contingencies (4-1/2%)		6,847.88
Engineering (~~8~~, [✓ 9], ~~10~~%)		13,695.75
~~Subtotal~~		$
Credit for ____		
Estimated Net Authorization, Construction		$ 172,718.63

APPROVED

Road Design Engineer

Rev. 11/81

OREGON STATE HIGHWAY DIVISION

Section Trail Creek Bridge	nty Jackson	Sheet 1	of 1
Kind of Work Grading, Paving and Structure	Length 0.06 mi	Date 8-1-'83	Name Blachly/Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	-	13,500-
	ROADWORK					
2	Embankment in Place		Cu. Yd.	940	8-	7,520-
3	Toe Trench Excavation		Cu. Yd.	80 ~~300~~	12- ~~9~~	960-
4	Aggregate Base		Cu. Yd.	240	18-	4,320-
5	Class "B" or Class "C" Asphalt Concrete		Tons	120	40-	4,800-
6	Guard Rail, Type 2A		Lin Ft	100	20-	2,000-
7	Guard Rail, Type 3		Lin Ft	100	30-	3,000-
8	Guard Rail Anchors, Type 1		Each	4	350-	1,400-
9	Rail End Pieces, Type C		Each	4	100-	400-
10	Loose Riprap, Class 700		Cu. Yd.	270 ~~150~~	20-	5,400-
11	Filter Blanket		Cu Yd.	55 ~~90~~	15-	825-
	STRUCTURE					
12	Bridge Removal Work		All	All	-	8,000-
13	Shoring, Cribbing, Etc.		All	All	-	5,000-
14	Structure Excavation		Cu. Yd	175	15-	2,625-
15	Structure Excavation Below Elevations Shown		Cu. Yd.	20	15-	300-
16	Structural Concrete, Class 3300 (72 c.y. @ $300)		All	All	-	21,600-
17	4'x 60'/65' Prestressed Slabs		Each	12	4,300-	51,600-
18	Reinforcement (7,800 lbs. @ 0.55)		All	All	-	4,290-
19	Metal Rail with Tubing		Lin Ft	263	45-	11,835-

734-1735 (8-81)

Struct.
sub T 105,250-

9716

STATE OF OREGON
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

LOC 16-3

TO MEMO TO THE FILES

DATE: August 9, 1983

Joseph W. Fields

FROM Joseph W. Fields
Surfacing Design Specialist

SUBJECT: Surfacing Design
Trail Creek Bridge Section
County Road (Loper Lane)

This is a short section with light traffic. Jackson County's design of 2 inches of A.C. and 11 inches of Aggregate Base will be adequate.

JWF:tab

cc: FHWA
Location Engineer
Final Design Engineer
Materials
Region Engineer
Region Geologist
Region Federal Aid Specialist
Program Control Engineer ✓

LOCATION SECTION
[illegible] ________ PROJECT UNIT 5
FED. ASSIST. ________ PROGRAM UNIT ________
REFER TO Reynoldson
FOR ________

25

NR
MH H

-9716

200 Antelope Road
White City, Oregon 97503

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

August 3, 1983

OREGON STATE HIGHWAY DIVISION
P.O. Box 1128
Roseburg, OR 97470

ATTENTION: Jack Ayres,
REGIONAL FEDERAL AID ENGINEER

RE: Trail Creek Bridge #29C182
Loper Lane County Road
Federal Aid Project #BROS 1500(3)
Jackson County

Dear Jack:

This will confirm that the average daily traffic crossing subject bridge is less than fifty.

A recent count shows an ADT of 42. As you are aware, Loper Lane is dead-end and the potential for growth is practically nil.

Very truly yours,

Robert J. Carstensen
DIRECTOR OF PUBLIC WORKS

Wm Gaddis

By: Wm. J. Gaddis
ASSISTANT DIRECTOR

WJG/sdw

c.c. Joe Gaither

PROGRAM SECTION
MANAGER ________ PROJECT UNIT S
1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

9716

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

7-[illegible]-83

Highway # 2015
Jackson Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-1500(3) Prefix 215-1994

Project Name Trail Creek Bridge, #29C182

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
AUG 8 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon, this 26th day of July, 1983

County of Jackson

absent
~~County Judge/Chairman~~ Commissioner

Commissioner, Chairman

Commissioner

APPROVED as to form:
COUNTY COUNSEL

Certified By:

Regional Right-of-Way Supervisor
Date 7/28/83

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

9716

STATE OF OREGON

INTEROFFICE MEMO

TO: Alfred Shirley, Jr.
Region III Engineer

DATE: November 10, 1982 DES 23
16619

ORIGINAL SIGNED
T. G. THOMPSON

FROM: T. G. Thompson, P.E.
Principal Structural Design Engineer

SUBJECT:
Trail Creek Bridge
Trail Creek Bridge Section
Loper Lane
Jackson County
BR 16619

Attached are two reduced prints of Drawings 37348-37351 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 39,200
Structures	116,400
Engineering and Contingencies	31,120
TOTAL	$186,720

It is planned to call for bids on this section on March 24, 1983. Please make a field review and return one set by November 30, 1982, with your comments and/or corrections noted.

JLG:jrb

Attachments:

cc: William Gaddis, Jackson County Engineer, /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specifications /w/ 1 set plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1 set
Utilities /w/ 1 set
✓Project Management
Engineering /w/ 1 set
William Maude, Project Manager, /w/ 1 set

Contains Recycled Materials
81-125-1387

PROGRAM MANAGEMENT SECTION
DHM ☑ DES ☐
SHM ☐ MJK ☐ DNH ☐
NOV 12 1982
REFERRED TO____________________
FOR ____________________________
FILE: PM FA LG.

9716

200 Antelope Road
White City, Oregon XXXXX 97503

Phone 826-3122

DEPARTMENT OF PUBLIC WORKS

September 23, 1982

OREGON STATE HIGHWAY DIVISION
P.O. Box 1128
Roseburg, OR 97470

ATTENTION: Jack Ayres

RE: Loper Lane Bridge
Jackson County

Dear Jack:

Thanks for bringing me up to date regarding the change in Federal thinking concerning mininum bridge widths.

We have discussed this in relation to the Loper Lane Bridge and concluded that a narrower width than originally proposed would be appropriate. We accordingly request that the design be revised from a width of 32'0" to 24'0" of slabs.

Very truly yours,

Wm. J. Gaddis
ASSISTANT DIRECTOR

WJG/sdw

cc: Darrel D. Wallace, Senior Inspector

cc Walt Hart
10-4-82

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
SEP 27 1982
REFERRED TO__________
FOR __________
FILE: PM FA LG.

9716

Jackson

ENVIRONMENTAL REVIEW CHECKLIS

ALL CLEAR 8/10/83

Donald L Rost

Tom

Sept. 8, 83 Bid Letting ______ All Clear Deadline

SECTION Trail Cr. Bridge

Highway Loper Lane

County Jackson Region 3

Type of Work Structure Funds HBR-OS

State OR Consultant ___ Plans Avail. ___ Yes ___ No

DSL
statewide Noise

2 Exc

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					
PERMITS:						
Division of State Lands		☒			☒	
D.O.G.M.I.	☒					
Corps of Engineers		☒			☒	
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	statewide

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

S

1. FEDERAL-AID PROJECT NO. BROS-1500(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

8-17-83

4. PROGRAM NO.

5. ITEM NO. 10188

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/17/83

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Trail Creek (Loper Lane) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 8/15/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $172,750 Federal Funds $138,200 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 8/10/83 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO Potter
FOR
Info | Inves | R D | O R | Sign | Act | File

Orig to 8B4

14. DATE 8/17/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

9716

STATE OF OREGON **INTEROFFICE MEMO**

TO: Alfred Shirley, Jr.
Region III Engineer
ATTN: Jack Ayres

DATE: September 9, 1982 DES 23
16619

ORIGINAL SIGNED
FROM: T. G. THOMPSON
T. G. Thompson, P.E.
Principal Structural Design Engineer

SUBJECT: Trail Creek Bridge
Trail Creek Bridge Section
Looper Lane (County Road)
Jackson County
BR 16619

OTED
E. SHAFFER

Attached are four reduced prints of Drawings 37000 and 36950 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 38,400
Structures	137,000
20% Engineering & Contingencies	35,100
TOTAL	$210,500

Please use these prints to obtain the approval of Jackson County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on March 25, 1982.

JLG:jrb

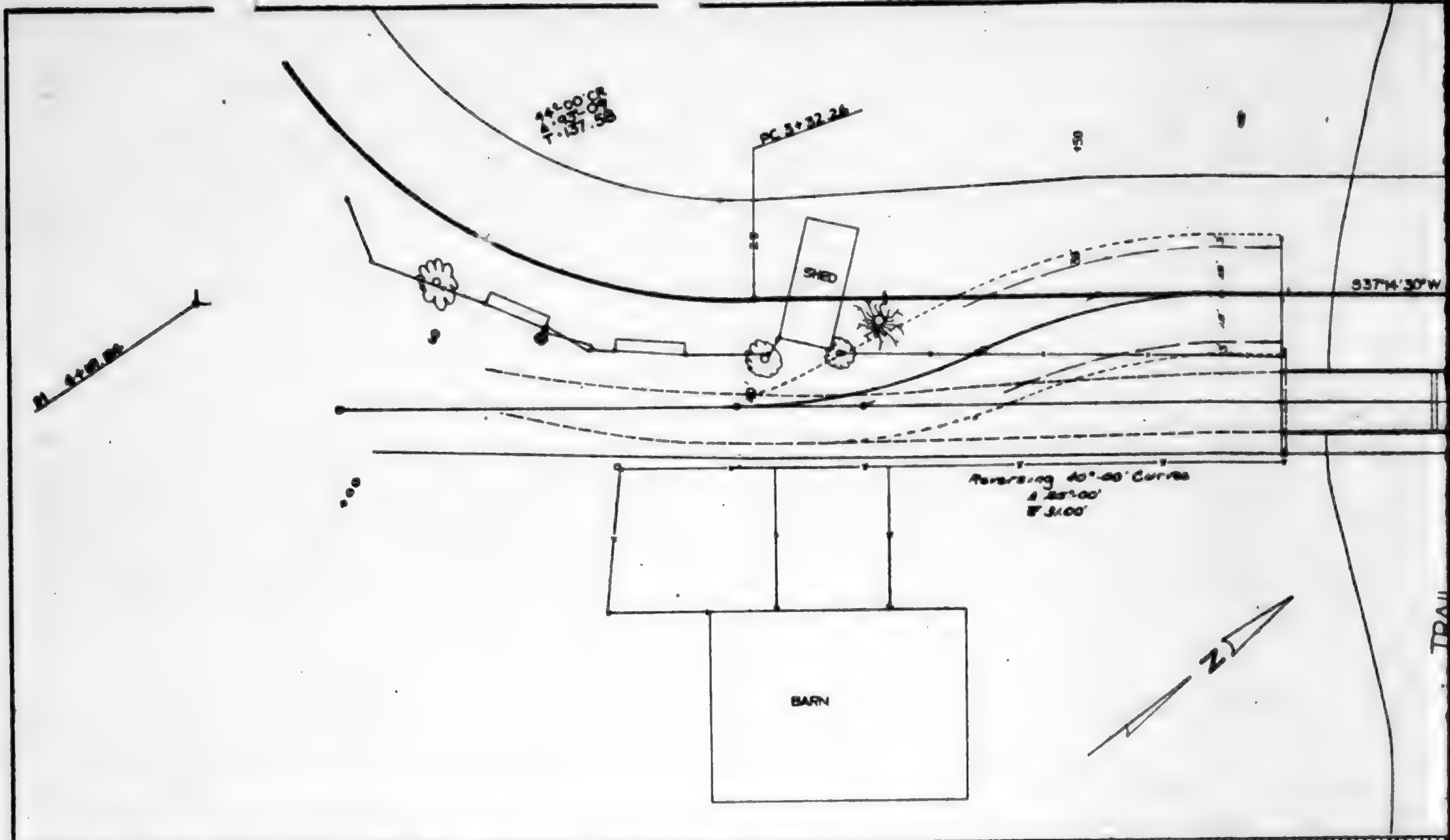
Attachments

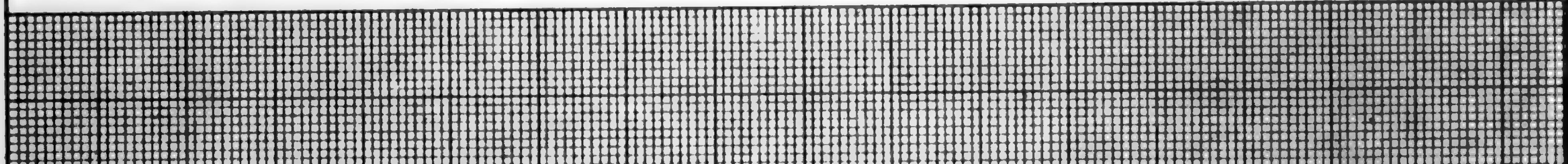
cc: H. A. Schell, FHWA, /w/ 1 set
Engineering /w/ 1 set
Project Management /w/ 1 set
Environment (M. Banks) /w/ 1 set
Don Shaffer, Location, /w/ 1 set

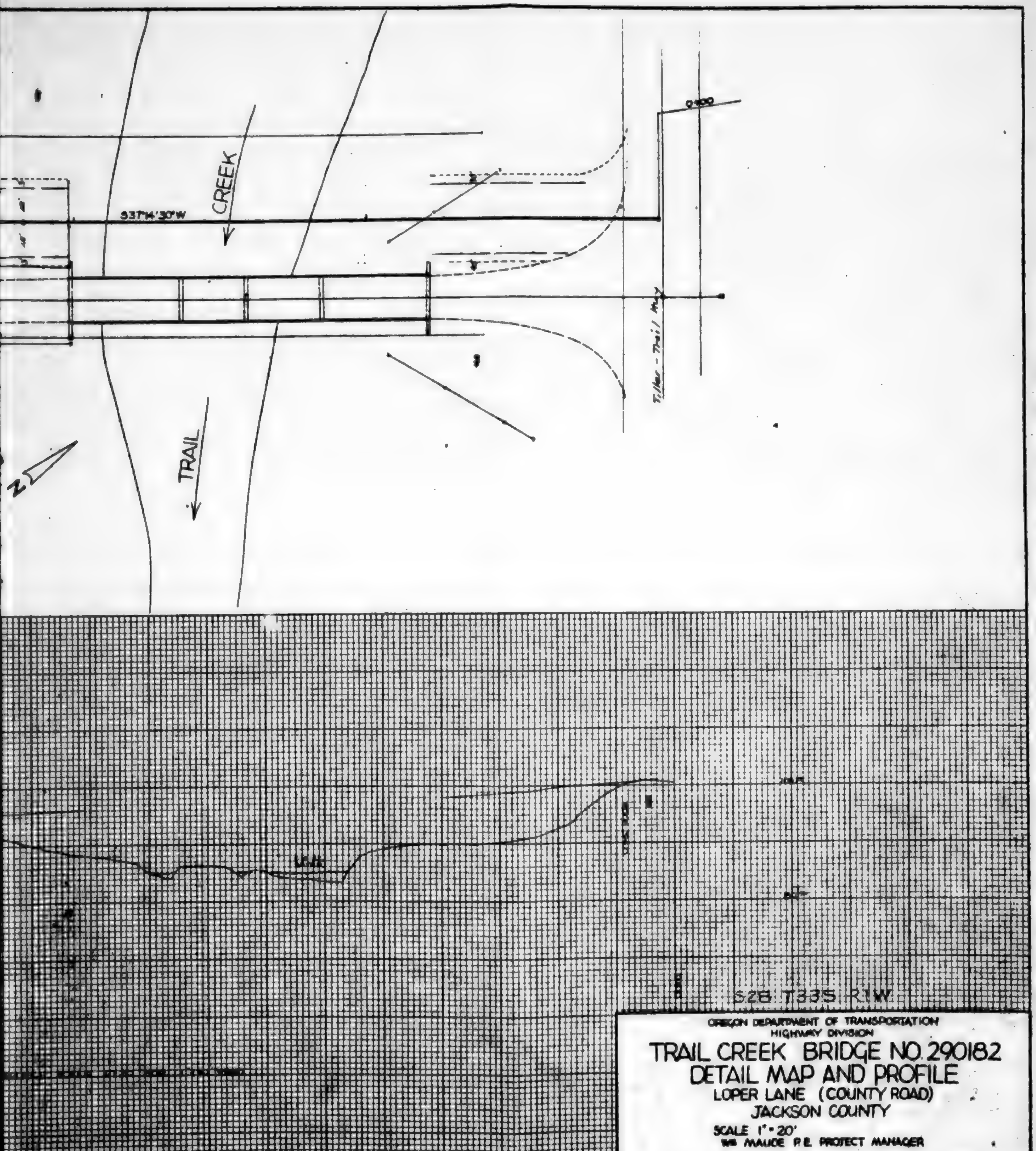
12' lanes
4' shlds
OK for bikes
D

RECEIVED
SEP 09 1982
LOCATION
SECTION

Contains Recycled Materials


24°00' CR
Δ 93°-05'
T 137.58
PC 3+32.26
SHED
S37°14'30"W
Reversing 40°-00' Curves
Δ 25°00'
T 31.00'
BARN
N
TRAI




S37°14'30"W
CREEK
TRAIL
N
Tiller - Trail Hwy
0+00

S28 T33S R1W

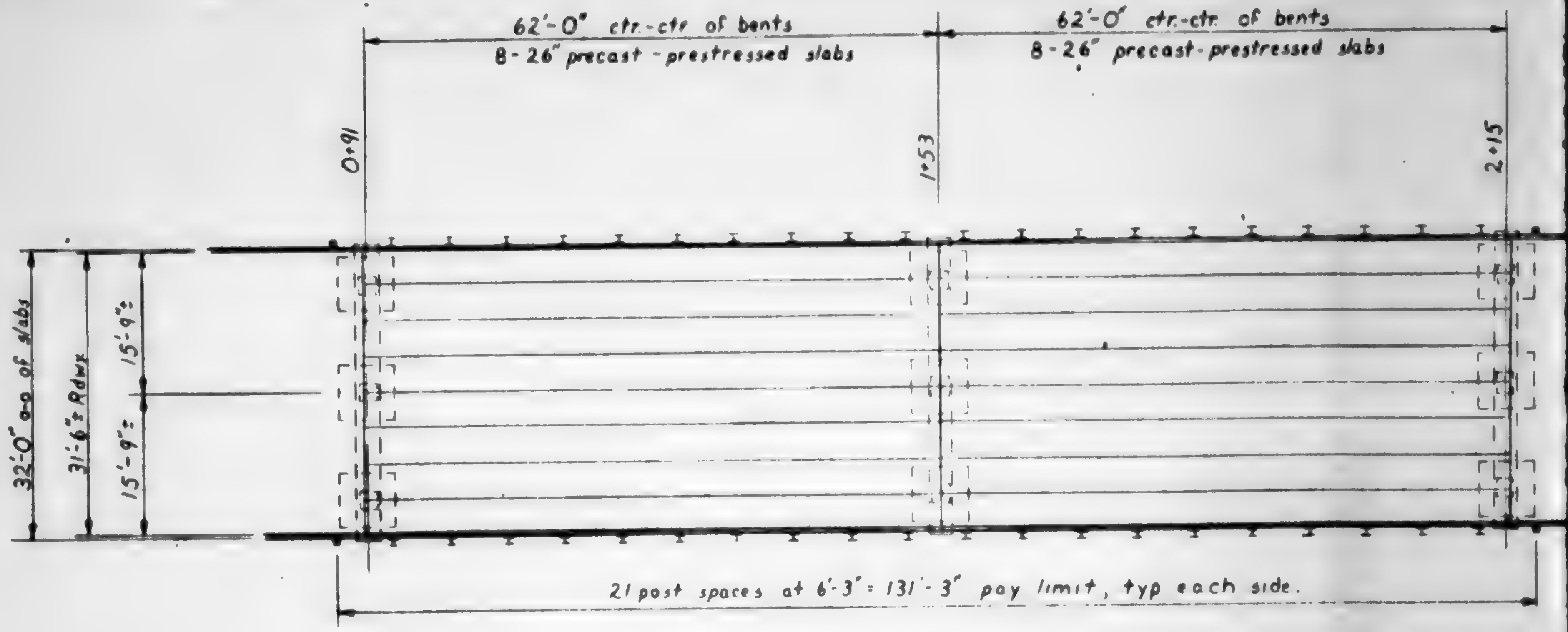
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

TRAIL CREEK BRIDGE NO. 290182
DETAIL MAP AND PROFILE

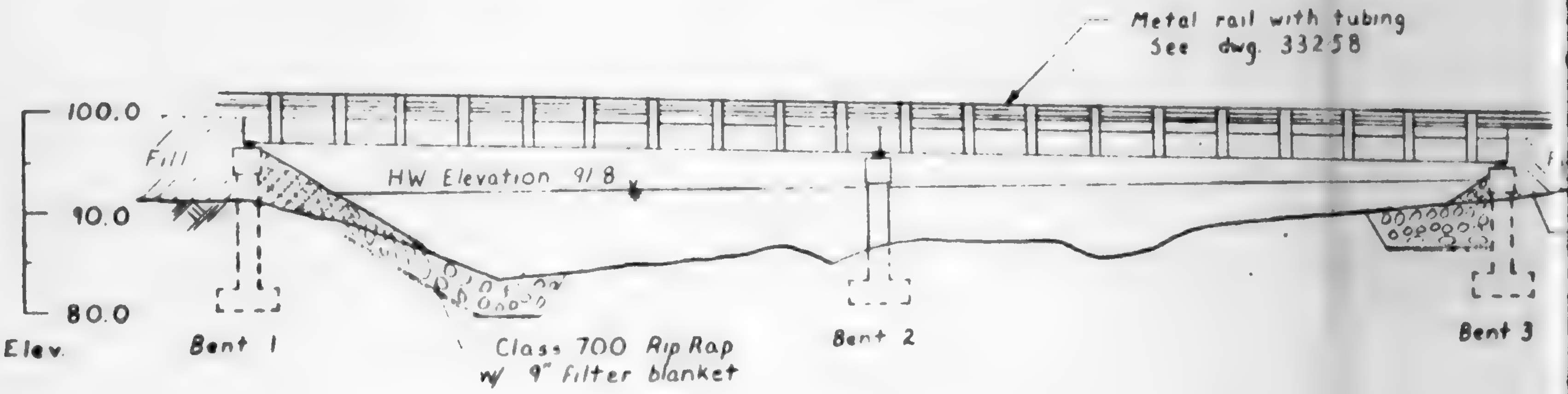
LOPER LANE (COUNTY ROAD)
JACKSON COUNTY

SCALE 1" = 20'
W.B. MAUDE P.E. PROJECT MANAGER

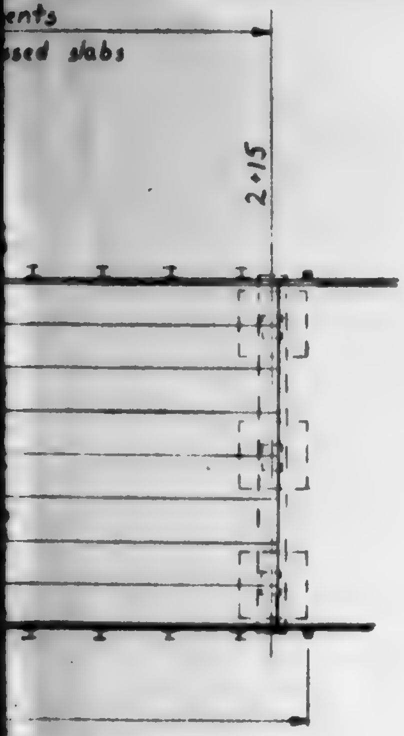
BR# 16619 DWG# 36950


62'-0" ctr.-ctr. of bents
8-26" precast-prestressed slabs
62'-0" ctr.-ctr. of bents
8-26" precast-prestressed slabs
0+91
1+53
2+15
32'-0" o-o of slabs
31'-6" Rdwy
15'-9"
15'-9"
21 post spaces at 6'-3" = 131'-3" pay limit, typ each side.

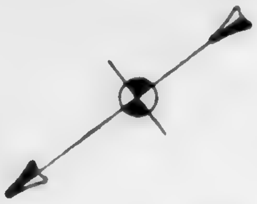
PLAN
Scale 1"=10'-0"

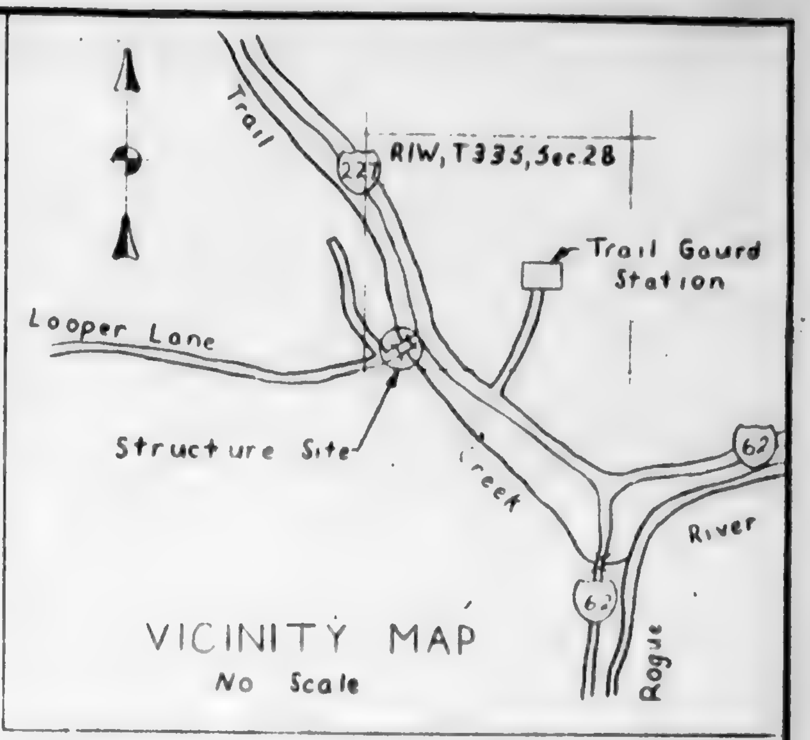

Metal rail with tubing
See dwg. 33258
100.0
90.0
80.0
Elev.
Fill
HW Elevation 91.8
Bent 1
Bent 2
Bent 3
Class 700 Rip Rap
w/ 9" Filter blanket

ELEVATION
Scale 1"=10'-0"



...ents
...ssed slabs
2-15



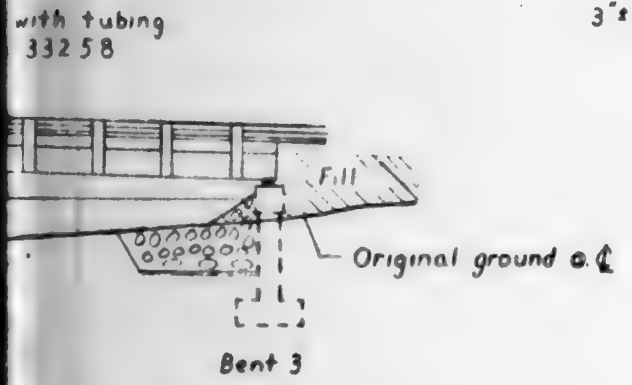


Trail
RIW, T33S, Sec.28
227
Trail Gourd Station
Looper Lane
Structure Site
Creek
62
River
62
Rogue

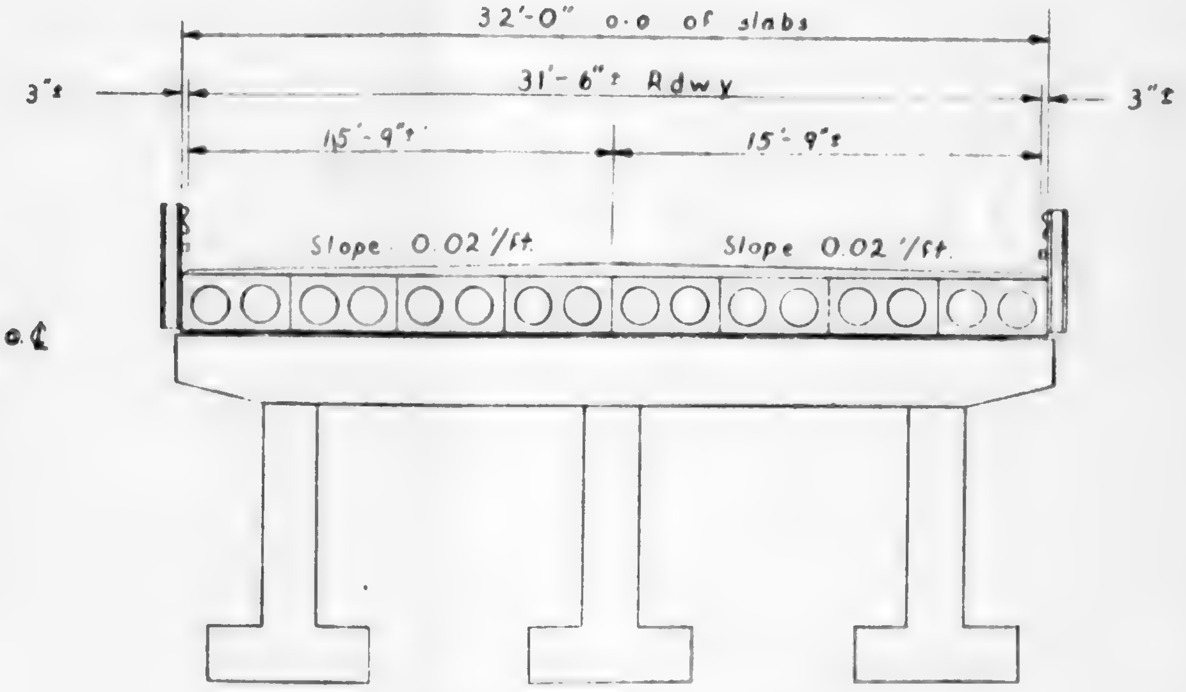
VICINITY MAP

No Scale

HYDRAULIC DATA		
	Design Flood	Max. Flood Yr. (1964)
Discharge-C.F.S	8300	9140
Frequency-Yrs.	25	80
H.W. Elevation-Ft.	91.8	92.1



with tubing
33258
Fill
Original ground @ ℄
Bent 3



32'-0" o.o of slabs
3"±
31'-6"± Rdwy
3"±
15'-9"±
15'-9"±
Slope 0.02'/ft.
Slope 0.02'/ft.

TYPICAL SECTION (BENTS 1 & 3)

Bent 2 - Solid wall pier

Scale ¼" = 1'0"

APPROVED: P.E. BRIDGE ENGINEER P.E. ASST STATE HIGHWAY ENGINEER	**OREGON DEPARTMENT OF TRANSPORTATION** **BRIDGE DESIGN SECTION**
DESIGNED DRAWN J. Gower CHECKED REVIEWED REVIEWED CALC BOOK	TRAIL CREEK BRIDGE LOOPER LANE (COUNTY RD) JACKSON COUNTY
DATE / REVISION	PRELIMINARY PLAN & ELEVATION
	ACCOMPANIED BY DWGS.
	DATE Aug 17, 1982 BRIDGE NO. 6619
	SHEET 1 OF 1 DRAWING NO. 37000

7716

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: July 27, 1982

Gene M Finley

FROM: Gene M. Finley, P.E.
Hydraulic Design Engineer

SUBJECT: Trail Creek Bridge #290182
Loper Lane
Jackson County

The proposed project will replace an existing 120-foot long, four-span timber bridge located 27± feet downstream from the proposed site.

HYDROLOGY

Trail Creek is a north-south tributary of the Rogue River and drains approximately 47.7 square miles above the bridge site. Thirty-five years of stream gage data are available from gage number 14-3380. The gage is located on Elk Creek which is the adjacent drainage basin with a drainage area of 133 square miles. The recurrence interval vs. peak discharge relationship listed below was determined from a statistical analysis of this gage data using a Log-Pearson Type III distribution and then adjusted to reflect the drainage area at the bridge site.

Recurrence Interval	Peak Discharge
100-year	9.400 cfs
50-year	8,800 cfs
25-year	8,300 cfs
10-year	7,400 cfs
5-year	6,700 cfs

Mr. Gene Earl, retired (July 1982) Road Superintendent with thirty-one years of service for Jackson County, stated that highwater from the December 22, 1964 flood reached the top of the west end of the existing bridge. The water surface for this flood is estimated to have been at elevation 93.4 feet (assumed datum) along the upstream embankments. Mr. Earl stated that during this flood "slow moving" roadway overflow occurred through a sag area just west of the bridge. Mr. Dale Petraseck, Chief Engineer for Jackson County, estimated this overflow inundated 70 feet of roadway to a maximum depth of three feet. This flood, the largest flood of record, is estimated to have been the 80-year flood with a peak discharge of 9,140 cfs (8,700 cfs under bridge and 440 cfs over roadway). After the 1964 flood, county maintenance personnel filled the sag area west of the bridge to elevation 93.0± feet (assumed datum). It is estimated that filling the sag area would increase the highwater elevation of the 80-year flood to 93.6 feet (assumed datum) along the upstream embankments (9,050 cfs under bridge and 90 cfs over the roadway).

Mr. Earl also stated that during the 1974 flood, the impact from floating logs sheared the timber portion of bent 2 from its concrete footing. It was replaced on the original footing shortly after the 1974 flood. Recent photographs of the existing bridge indicate that this footing is founded on solid rock.

HYDRAULIC DESIGN

The 25-year flood with a peak discharge of 8,300 cfs was chosen as the design flood.

Two types of structures were investigated: a 124 -foot, two-span structure with 1½:1 normal end slopes and a 108-foot, two-span structure with vertical abutments.

Mr. Earl stated that there exists a periodic debris problem along the west end of the existing bridge. He requested that the elevation of the westerly approach be raised two or three feet. To comply with this request and maintain a good vertical alignment, the following is suggested.

	124-FOOT BRIDGE (Assumed Datum)	108-FOOT BRIDGE (Assumed Datum)
Bottom Beam Elevation West End of Proposed Structure	93.3 ft.	93.6 ft.
Bottom Beam Elevation East End of Proposed Structure	96.4 ft.	96.3 ft.

The 124-foot, two-span structure should have a normal waterway opening of 610 square feet (including the projected area of one 1.5-foot wide pier) below the design highwater elevation of 91.8 feet (assumed datum). Along the upstream embankments, the highwater would be 93.1 feet, which includes 1.3 feet of backwater. Average velocity through the structure would be 13.7 fps.

The 108-foot, two-span structure should have a normal waterway opening of 630 square feet (including the projected area of one 1.5-foot wide pier) below the design highwater elevation of 91.8 feet (assumed datum). Along the upstream embankment, the highwater would be 93.1 feet, which includes 1.3 feet of backwater. Average velocity through the structure would be 13.2 fps.

The following tabulation compares the existing structure to the proposed structures for the 25-, 80- and 100-year floods.

	25-YEAR FLOOD				80-YEAR FLOOD				100-YEAR FLO			
	(DESIGN FLOOD-8,300 cfs)				(1964 FLOOD-9,140 cfs)				(9,400 cfs)			
	EXISTING BRIDGE		124-FOOT Bridge	108-FOOT Bridge	EXISTING BRIDGE		124-FOOT Bridge	108-FOOT Bridge	EXISTING BRIDGE		124-FOOT Bridgc	108-F Bridg
	1964 Vertical Alignment	Existing Vertical Alignment	PROPOSED VERTICAL ALIGNMENT		1964 Vertical Alignment	Existing Vertical Alignment	PROPOSED VERTICAL ALIGNMENT		1964 Vertical Alignment	Existing Vertical Alignment	PROPOSED VERTICAL ALIGNMEN	
Peak Discharge:	8,300 cfs	8,300 cfs	8,300 cfs	8,300 cfs	9,140 cfs	9.140 cfs	9,140 cfs	9,140 cfs	9,400 cfs	9,400 cfs	9,400 cfs	9,400
Through Structure	8,000 cfs	8,300 cfs	8,300 cfs	8,300 cfs	8,700 cfs	9,050 cfs	9,140 cfs	9,140 cfs	8,900 cfs	9,270 cfs	9,400 cfs	9,400
Roadway Overflow	300 cfs	0	0	0	440 cfs	90 cfs	0	0	500 cfs	130 cfs	0	0
Design Highwater Elevation	91.4 feet	91.5 feet	91.8 feet	91.8 feet	91.6 feet	91.8 feet	92.1 feet	92.1 feet	91.7 feet	91.9 feet	92.2 feet	92.2
Highwater Elevation Along Upstream Embankments	92.9 feet	93.1 feet	93.1 feet	93.1 feet	93.4 feet	93.6 feet	93.6 feet	93.7 feet	93.5 feet	93.8 feet	93.8 feet	93.8
Normal Area Below Design Highwater Elevation (Including projected Area of Piers)	690 ft^2	710 ft^2	610 ft^2	630 ft^2	720 ft^2	740 ft^2	640 ft^2	670 ft^2	740 ft^2	750 ft^2	650 ft^2	680
Average Velocity	11.5 fps	11.7 fps	13.7 fps	13.2 fps	12.1 fps	12.2 fps	14.3 fps	12.1 fps	12.1 fps	13.3 fps	14.5 fps	13.9

	25-YEAR FLOOD				80-YEAR FLOOD				100-YEAR FLOOD			
	(DESIGN FLOOD-8,300 cfs)				(1964 FLOOD-9,140 cfs)				(9,400 cfs)			
	EXISTING BRIDGE		124-FOOT Bridge	108-FOOT Bridge	EXISTING BRIDGE		124-FOOT Bridge	108-FOOT Bridge	EXISTING BRIDGE		124-FOOT Bridge	108-FOOT Bridge
	1964 Vertical Alignment	Existing Vertical Alignment	PROPOSED VERTICAL ALIGNMENT		1964 Vertical Alignment	Existing Vertical Alignment	PROPOSED VERTICAL ALIGNMENT		1964 Vertical Alignment	Existing Vertical Alignment	PROPOSED VERTICAL ALIGNMENT	
ge:	8,300 cfs	8,300 cfs	8,300 cfs	8,300 cfs	9,140 cfs	9.140 cfs	9,140 cfs	9,140 cfs	9,400 cfs	9,400 cfs	9,400 cfs	9,400 cfs
cture	8,000 cfs	8,300 cfs	8,300 cfs	8,300 cfs	8,700 cfs	9,050 cfs	9,140 cfs	9,140 cfs	8,900 cfs	9,270 cfs	9,400 cfs	9,400 cfs
flow	300 cfs	0	0	0	440 cfs	90 cfs	0	0	500 cfs	130 cfs	0	0
ater	91.4 feet	91.5 feet	91.8 feet	91.8 feet	91.6 feet	91.8 feet	92.1 feet	92.1 feet	91.7 feet	91.9 feet	92.2 feet	92.2 feet
evation am Embankments	92.9 feet	93.1 feet	93.1 feet	93.1 feet	93.4 feet	93.6 feet	93.6 feet	93.7 feet	93.5 feet	93.8 feet	93.8 feet	93.8 feet
Below Design evation rojected Area	690 ft^2	710 ft^2	610 ft^2	630 ft^2	720 ft^2	740 ft^2	640 ft^2	670 ft^2	740 ft^2	750 ft^2	650 ft^2	680 ft^2
city	11.5 fps	11.7 fps	13.7 fps	13.2 fps	12.1 fps	12.2 fps	14.3 fps	12.1 fps	12.1 fps	13.3 fps	14.5 fps	13.9 fps

RIPRAP

For the 124-foot replacement, it is suggested that the fill slopes be protected with a three-foot blanket of Class 700 loose riprap placed with a toe trench. A nine-inch thick, filter blanket will be required.

For the 108-foot replacement, it is suggested that the toe of the vertical abutments be protected with a three-foot blanket of Class 700 loose riprap placed with a toe trench. A nine-inch filter blanket will be required.

GMF:ge

Attachments

cc Frank Terpin w/attachments
Walt Hart "
Jack Davis "
Don Adams "
✓ Don Harwell "
Alfred Shirley "
Herb Schell, FHWA "

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☑
JUL 30 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	8300	9400	9140
Discharge - m³/s			
Frequency - yrs.	25	100	80
H.W. Elevation Natural Channel ft.	91.8	92.2	92.1
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps	13.7	14.5	14.3
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

124-Foot Long Bridge
Two-Span
With 1.5:1 End Slopes Normal To Creek

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

TRAIL CREEK BRIDGE #290182
LOPER LANE
JACKSON COUNTY

COMPILED BY: GENE M. FINLEY	DATE: JULY 30,1982

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	8300	9400	9140
m^3/s			
Frequency - yrs.	25	100	80
H.W. Elevation Natural Channel ft.	91.8	92.2	92.1
m.			
H.W. Elevation Channel Change ft.			
m.			
Average Velocity - fps	13.2	13.9	13.7
mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow

"Discharge" = Capacity

REMARKS: 108-Foot Long Bridge
Two-Span
With Vertical End Slopes

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

TRAIL CREEK BRIDGE #290182

LOPER LANE

JACKSON COUNTY

COMPILED BY: GENE M. FINLEY	DATE: JULY 30,1982

SECTION: Trail Creek Bridge #290182
HIGHWAY: Loper Lane (County Road)
COUNTY: Jackson
PREFIX: 215-1994
RES. ENGR.: Wm. Maude, P.E.

LOCATION NARRATIVE AND SPECIFICATIONS

SCOPE: This is a county initiated project on Loper Lane (county road) 0.02 mile west of State Highway 227 (Tiller-Trail Highway). The project will be the replacement of the srurcture only. The county will construct the approaches. The existing structure is a narrow log stringer that is badly deteriorated, with one 16 foot travel lane.

TYPICAL SECTION: The new structure will have a typical of 2-12 foot travel lanes with 2-3 foot shoullders.

HORIZONTAL ALIGNMENT: The center line of the new structure will be placed approxmately 27 feet up stream from the existing structure. All of the structure will be on a tangent section.

VERTICAL ALIGNMENT: The vertical alignment will be determined by the Bridge Section and the design of the structure.

RIGHT OF WAY: There is no Right of way to be purchased. The county did all of the Right of way purchasing.

STAGE CONSTRUCTION: There should not be any need for stage construction. The existing structure will be used thll the completinf of the new structure at which time traffic will be switched to the new structure and the existing one removed. The existing structure will become the property of the contractor when removed.

UTILITIES: The only utility involved is the telephone,and there is a telephone cable to be tied to the structure.

FISH AND GAME: The Fish and Game Department should be involved because of the involment in the creek. Any restristion they have should be noted in the specials.

SECTION: Trail Creek Bridge #290182
HIGHWAY: Loper Lane (County Road)
COUNTY: Jackson
PREFIX: 215-1994
PROJECT MANAGER: Wm. Maude, P.E.

LOCATION NARRATIVE AND SPECIFICATIONS

SCOPE: This is a county-initiated project on Loper Lane (county road) 0.02 mile west of State Highway 227 (Tiller-Trail Highway). The project will be the replacement of the structure only. The county will construct the approaches. The existing structure is a narrow log stringer that is badly deteriorated with one 16-foot travel lane.

TYPICAL SECTION: The new structure will have a typical of 2 12-foot travel lanes with 2 3-foot shoulders.

HORIZONTAL ALIGNMENT: The centerline of the new structure will be placed approximately 27 feet upstream from the existing structure. All of the structure will be on a tangent section.

VERTICAL ALIGNMENT: The vertical alignment will be determined by the Bridge Section and the design of the structure.

RIGHT OF WAY: There is no right of way to be purchased. The county did all of the right of way purchasing.

STAGE CONSTRUCTION: There should not be any need for stage construction. The existing structure will be used until the completion of the new structure at which time traffic will be switched to the new structure and the existing one removed. The existing structure will become the property of the contractor when removed.

UTILITIES: The only utility involved is the telephone and there is a telephone cable to be tied to the structure.

FISH AND GAME: The Fish and Game Department should be involved because of the involvement in the creek. Any restriction they have should be noted in the specials.

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION TRAIL CREEK BRIDGE #290182 UNIT OR PART ____ SHEET 1 OF 1

HIGHWAY LOPER LANE (County Road) PREFIX 215-1994 COUNTY JACKSON

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
		MOBILIZATION	ALL	ALL	9%	
		TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	ALL	ALL	3%	
		TEMPORARY SIGNS	SQ.FT.	132	6.00	792.00
		TEMPORARY BARRICADES B(III)R&L	EACH	4	125.00	500.00
		FLAGGER	HOUR	120	23.00	2,760.00
		---ROADWORK---				
		CLEARING AND GRUBBING	ALL	ALL	1,500.00	1,500.00
		REMOVAL OF STRUCTURES AND OBSTRUCTIONS	ALL	ALL		
		---STRUCTURE---				
		CONCRETE STRUCTURE 125' X 30'	ALL	ALL		

9716

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1500(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10188

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/19/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Trail Creek (Loper Lane) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $24,300 - F.F. $19,440
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of July 27, 1981.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
AUG 21 '81
REFER TO [illegible]
FOR
Info | Inves | R/th | D..ft | Sign | Act | File

orig to
7/21

14. DATE 8/19/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9716

July 28, 1981

ACC

Mr. Robert Carstensen
Director of Public Works
Jackson County
200 Antelope Road
White City, Oregon 97503

Dear Mr. Carstensen:

We anticipate Federal Highway Administration approval of the preliminary engineering phase of Trail Creek (Loper Lane) Bridge Section.

As specified in our Agreement No. 7487, the County share of P.E. costs are:

Total Estimated Cost of P.E.	$24,300
Less: Free Bridge Design	6,000
	$18,300

COUNTY SHARE 20% of $18,300 = $3,660

Please submit your advance deposit of $3,660 for P.E. On the attached sheet we have described three options for making an advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 930: Jack Ayres, Region 3 Federal Aid Engineer
Vern Skoog - Please return completed AD # 930
when advance deposit is received.

chk rec'd
8-10-81
per Faye
L&R

9716

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

July 27, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10188
Project No. BROS-1500(3)
Trail Cr. (Loper Lane) Bridge Section
Jackson County

Enclosed is data for the subject project.

I request the following:

1) Authorization to proceed with preliminary engineering all phases at an estimated total cost of $24,300 with an obligation of $19,440 in federal funds.

This project is expected to be funded from the 20% of the FY '81 limitation withheld from distribution until after August 1, 1981.

CL:bkc
Enc.

cc: A. Shirley (Region 3)
Ken Husby
General Files

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

July 27, 1981

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., Laper Lane in Trail	**ADT**	PRESENT DHV 6 50	FUTURE (66) (70) ---	YEAR (71) (72) ---	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E. & One Bridge	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 BROS-	NUMBER 7 . 1500	SEQ (

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement Off System	COUNTY NAME Jackson	CODE (14) (16) 029
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. N	FEDERAL-AID Non (32)	STATE Co. Rd. (36)	U.S. (37) --- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.02	24,300	19,440	1,200	~~6~~3,660 (Co.)
5					**ROW**							
5					**CONST** (CODE) X080		"Trail Cr. (Laper Lane) Bridge Section"	0.02	250,700	200,560	---	50,140 (Co.)

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.02	275,000	220,000	1,200	56,800 (Co.)
1	14	PROGRAM APPROVAL DATES		(16) (23)	(24) (33)		

REMARKS

ROW-
Acce
Park
none

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.	FORM PR-1 (REV. 4-61)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

July 27, 1981

PROJECT LOCATION (45 typewriter spaces)		PRESENT DHV	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Laper Lane in Trail (20) 21 68	ADT	6 50	--- (66) (70)	--- (71) (72)	10	Oregon	41 (2) (3)	117 (4) (9)	10188 (14) (18)

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
e Bridge 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	BROS- 14 22	· 1500 7	(3) 13	(24)	(26) 27

L FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Bridge Replacement Off System	Jackson	029 (14) (16)	☐ 1 OR ☐ 2

REA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
---	N	Non (32)	Co. Rd. (36)	--- (37) (41)

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
43 46	53		(54) (58)	(59) (66)	(67) (78)			
PE			0.02	24,300	19,440	1,200	~~6~~ 3,660 (Co.)	Free to Des 6000 (1200 state) (4800 Fed) 3660 = 80% (18300)
ROW								
CONST (CODE) X080		"Trail Cr. (Laper Lane) Bridge Section"	0.02	250,700	200,560	---	50,140 (Co.)	ROW- 60'; Access Control-none; Parking Restrictions none.
RED BY		C.L. / PROJECT TOTALS	0.02	275,000	220,000	1,200	56,800 (Co.)	
AN APPROVAL DATES				(16) (23)	(24) (33)	REMARKS		

-over-

USCOMM DUSCOMM-DC 48905-P61

[illegible] Bridge Section
Project No. BROS-1500(3)

Existing Facility: Trail Cr. bridge #29C132 is a 122-foot log stringer structure with a 16-foot roadway posted for a 10 ton load limit.

Adjacent Sections: Roadway is 15-foot gravel surface.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.
2) Remove existing structure and construct on existing alignment a reinforced concrete bridge 125 feet in length with a 30-foot roadway and incidental work common to this type of project.

Note: County will grade and pave roadway approaches.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Exceptions to Minimum Design Standards: None anticipated.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Categorical Exclusion concurred in by FHWA 4-27-81.

FHPM 7-7-5 Requirements:

a) Public Hearings --- Not required under Oregon Action Plan.
b) Location/Design --- Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 4.
2) This structure is on the approved bridge replacement inventory list with a sufficiency rating of 15.3.

9716 Jackson

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME Trail Creek Bridge No.29C182			
HIGHWAY NAME Loper Lane (County Road)			HIGHWAY NUMBER NA
REGION 3	ADMINISTRATIVE DISTRICT 8	COUNTY Jackson	CITY NA
LENGTH .02 Miles	MILEPOST NUMBER NA TO NA	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project is to replace a badly deteriorated and narrow log stringer structure with a wider concrete structure.

The structure will be replaced under contract. The approaches will be done by county forces.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 50(estimate)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 35	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

1 Versteeg
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
[illegible]
4 Wakerlig

RECEIVED
JUN 2[illegible] 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

APPROVED
Frank E. Napier
Location Engineer
Date 6/17/81

FORM 734-1730 (12-78) Page 1

3 · FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	1-15	2-12
SHOULDERS	0	2-3
MEDIANS	0	0
PARKING LANES	NA	NA
SIDEWALKS	NA	NA
BIKEWAYS	NA	NA
INTERCHANGES	NA	NA
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☐	☒	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ________	☐	☒	☐	Div. of State Lands	☒	☐	☐
Stream *Trail Creek*	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☒	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Way		☒	☐	DEQ NPS Air Pollution	☐	☒	☐
				Water Poll		☐	☒
				[illegible]	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☒

FORM [illegible]1730 (12-78)

3 - FEATURES (cont.)

	S	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☒	☐	☐

Type Telephone Cable To be Tied To structure

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	NA ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6.- SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
STRUCTURE ONLY		

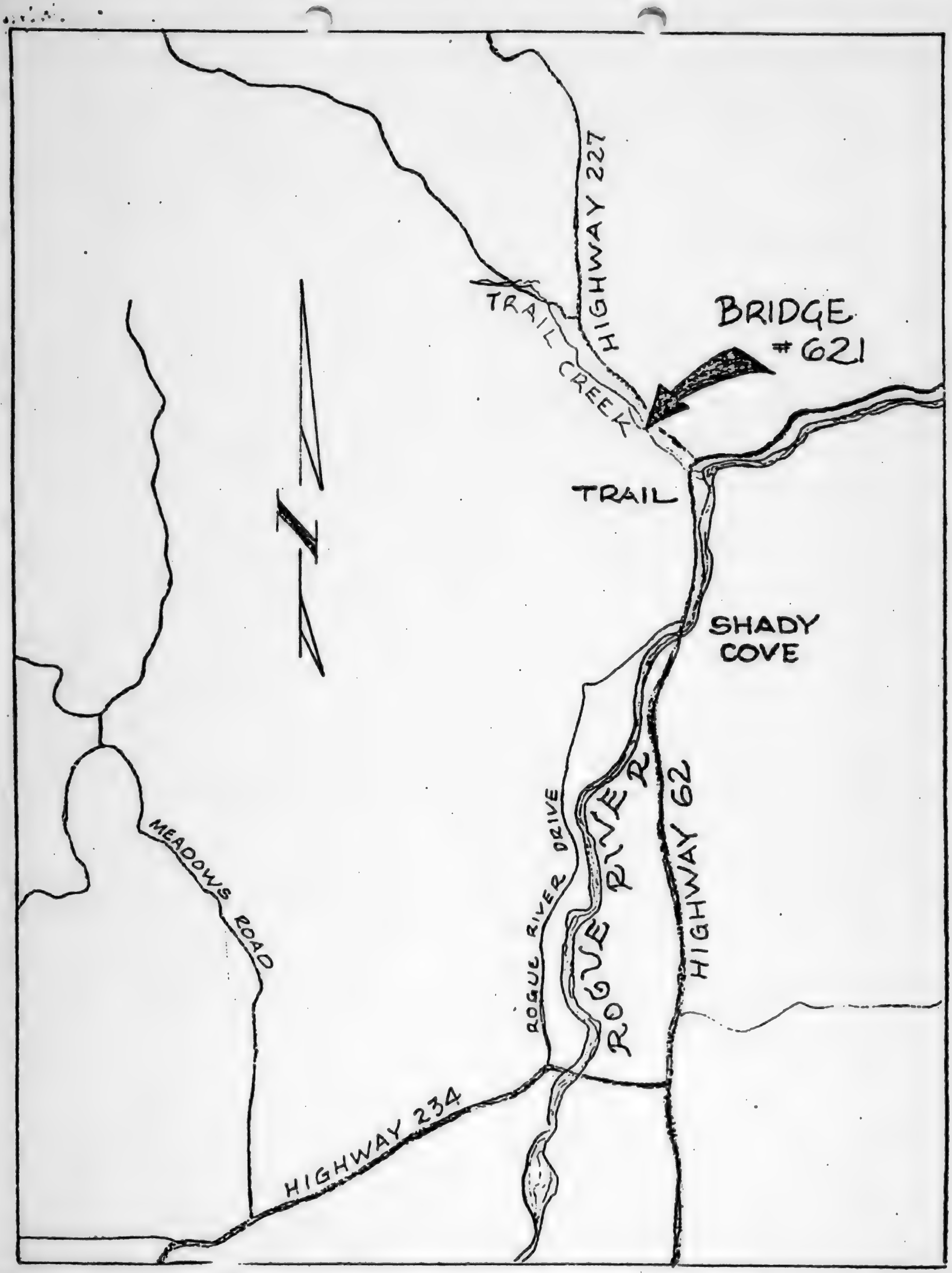
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	14,700	15.000
RIGHT OF WAY		
TRAFFIC CONTROL		2.000
ILLUMINATION		
STRUCTURES 125' x 32'	245,225	184.000
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES	33,075	74.000
PROJECT TOTAL	293,000	275.000

SUBMITTED BY W. Maude


HIGHWAY 227
BRIDGE #621
TRAIL CREEK
TRAIL
N
SHADY COVE
MEADOWS ROAD
ROGUE RIVER DRIVE
ROGUE RIVER
HIGHWAY 62
HIGHWAY 234

9716

5

May 27, 1981

Board of County Commissioners
Jackson County
Courthouse
Medford, OR 97501

AGR

Attention: Waldene Terry
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2487

Gentlemen:

Attached for your records is a fully executed copy of an agreement for a highway bridge replacement project covering the Trail Creek (Loper Lane) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

4716 Form FHWA 121 (1/80)

5.

DEPARTMENT OF TRANSPOR ATION
FEDERAL HIGHWAY ADMINISTRATION

E OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BROS-1500(-)
Trail Creek Bridge #29C182
County Road, Loper Lane
Jackson County

Date: April 27, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your April 7, 1981 letter has been reviewed.

NOTED
E. S. HUNTER

We concur with your finding that the proposed project should be classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
Dale E. Wilken

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg III, Env)

RECEIVED
TECHNICAL SERVICES
APR 29 '81
REFER TO

FOR

Info	Inver	R/D	D/R	Sign	Act	

9716

Form E-39—3M—5-60

(TCBC001)

Acct 8 21

REGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Trail Creek Bridge No.29C182

Highway Loper Lane (County Road) —

County Jackson #15

Date April 15, 1981

Authorization No. 1

Survey Prefix 215-1994 (Assigned by Salem office)

Description of termini, route, length, etc.:

REPLACE A NARROW WOODEN STRUCTURE WITH A [illegible] STRUCTURE
THE NEW STRUCTURE WILL BE 125' IN LENGTH AND 30' WIDE

Purpose of survey: TO PREPARE PLANS, SPECIFICATIONS AND AN ESTIMATE OF COSTS TO CONSTRUCT A NEW STRUCTURE

Estimate of Costs:

Resident Engineer	(901)	$5,500
Final Design	(905)	3,000
Bridge Design	(906)	0
Soils & Geology	(910)	1,000
Traffic	(911)	200
Utility Liaison	(914)	200
Recon. & Hydrology	(918)	1,500
Project Management	(920)	200
Specifications	(921)	2,000
Adm. Serv. (Eng.)	(922)	100
Environmental	(923)	100
Foundation Investigation	(926)	4,500
Free Br. Design To Co.	(927)	6,000

BROS-1500(3)
8-19-81

Approved by Comm 1-27-81 240,000 HBR-OS

Total estimated cost of survey	$ 24,300 -
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAY 27 1981
LOCATION SECTION

Requests made by: Wm. Maude
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Construction Engineer
Location

Approved:
State Highway Engineer

State Printing 27035

9716

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: April 15,1981

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Trail Creek Bridge No.29C182

HIGHWAY NAME: Loper Lane (County Road)

HIGHWAY NUMBER: NA

REGION 3	ADMINISTRATIVE DISTRICT	COUNTY Jackson	CITY NA

LENGTH: .02 Miles

MILEPOST NUMBER: NA TO NA

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project is to replace a badly deteriorated and narrow log stringer structure with a wider concrete structure.

The structure will be replaced under contract. The approaches will be done by county forces.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 50(estimate)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXI NG NUMBER AND WIDTH	ROPOSED NUMBER AND WIDTH
TRAVEL LANES	1-15	2-12
SHOULDERS	0	2-3
MEDIANS	0	0
PARKING LANES	NA	NA
SIDEWALKS	NA	NA
BIKEWAYS	NA	NA
INTERCHANGES	NA	NA
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream Trail Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☐	☒
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	ES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☒	☐	☐

Type Telephone Cable To be Tied To structure

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	NA ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	________ (Region)	________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
STRUCTURE ONLY		

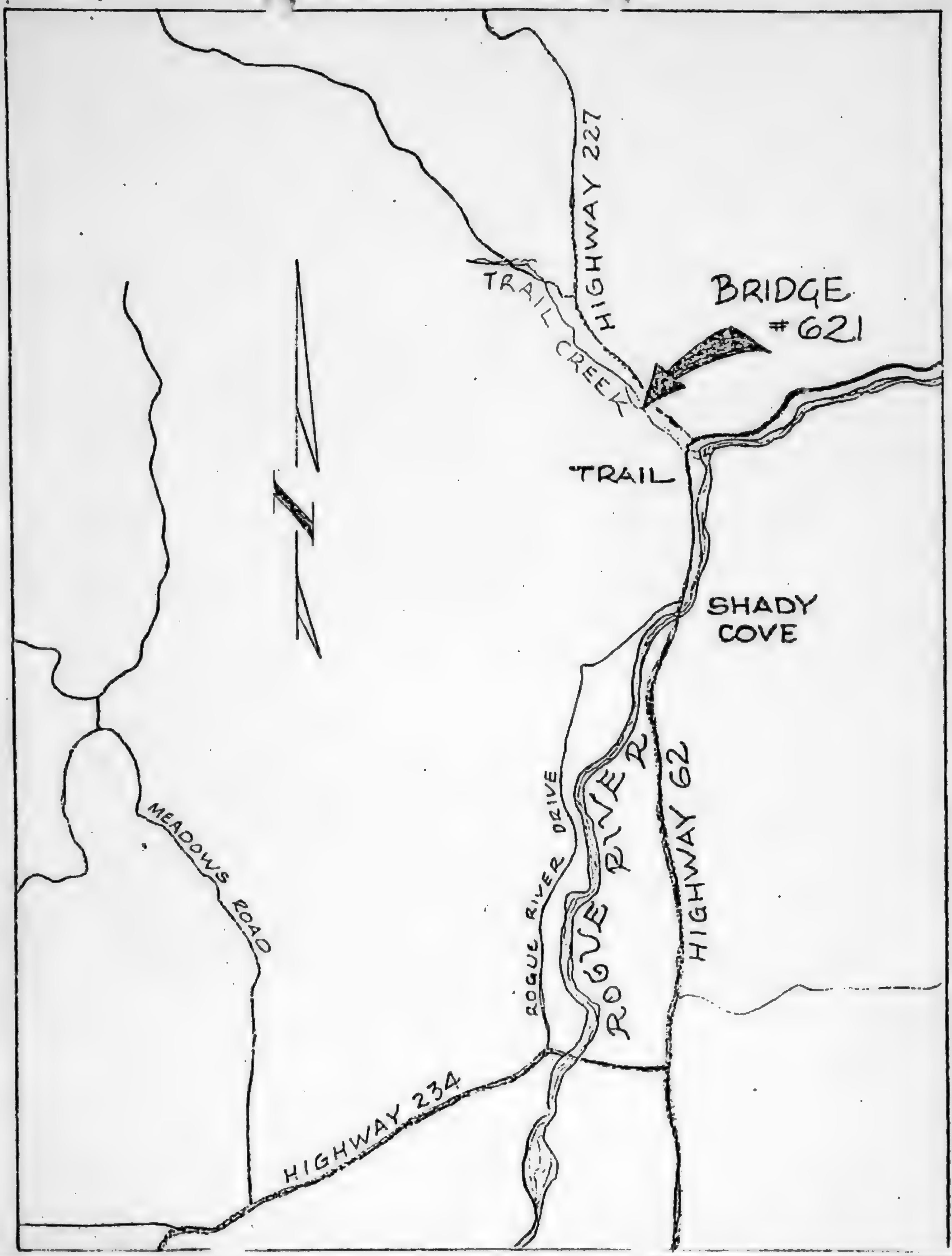
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	14,700	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	245,225	
RAILROAD		
ROADWAY		
OTHER ________		
ENGINEERING & CONTINGENCIES	33,075	
PROJECT TOTAL	293,000	

SUBMITTED BY W. Maude


HIGHWAY 227
TRAIL CREEK
BRIDGE #621
TRAIL
SHADY COVE
ROGUE RIVER
HIGHWAY 62
ROGUE RIVER DRIVE
MEADOWS ROAD
HIGHWAY 234

9716

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: D.H. Moehring
Asst. State Highway Engineer

DATE: March 23, 1981

FROM: Jack Ayres JA
Regional Federal-Aid Engineer

SUBJECT: Proposed HBR Project
Loper Lane Bridge #621
Loper Lane
Jackson County

Ken: 3-26-81
Commission approved 1-27-81

Attached is an HBR project request and project classification data for the proposed Loper Lane Bridge replacement across Trail Creek in Jackson County.

All preliminary engineering and construction engineering work on this proposed project will be performed by the state.

ja/cp
attach.
cc: Walt Hart
G. Thornton
Wm. Maude

Terpin: 3-26-81
Gifford: 3-26-81

D. E. Swan - Please Program & Update PMS.
cc w/Attachment:
- E. S. Hunter
- D. H. Moehring
- G. Bell
- L. E. George
- G. Potter
- F. E. Terpin
- W. J. Hart
- J. B. Boyd
- R. Trygstad
- D. O. Christensen
- J. Sullivan
- F. W. Yarbrough
- J. Grassman
- F. Lowe
- Region 3:
  - Jack Ayres

Contains Recycled Materials

9716

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section Bridge Number 621
Highway Loper Lane
County Jackson
Region III
(Attach Sketch Map)

Date March 9, 1981
City N/A Hwy. No. 822
Begin M.P. 0.02 Length 125 feet
Program Estimate $293,000.00
Funding Source Special Bridge Replacement Program

B. Purpose, Need, and Description of Project (Describe Alternatives):

The existing structure is a narrow, one lane wooden bridge that is extensively deteriorated and limited in its serviceability by a 10 ton load limit. It requires replacement to provide for the convenience and safety of the public. The only alternative to replacement of the bridge is continual and costly maintenance (shoring that may be wiped out during each high water) with continuing deterioration and consequent further lowering of the load limit. The bridge gives access to a dead-end road serving a number of families who would be stranded in case of its loss.

C. Recommended Project Classification:

Project Category		Documentation
____	I	Draft and Final EIS
XX	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

This project request is merely to replace an existing structure in the same location. No new right-of-way or disruption of the natural habitat is anticipated.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	Yes/Paved
Average Daily Traffic (Volume/Year)	50-1981	100-2000
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted/Estimated)	15/Estimated	35/Design Speed

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	0
Residential Relocation (No.)	0
Business Relocation (No.)	0

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Safety will be improved by replacing the existing narrow, one lane bridge with a wider structure. There will be no impact on volume, flow, or pattern of traffic.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

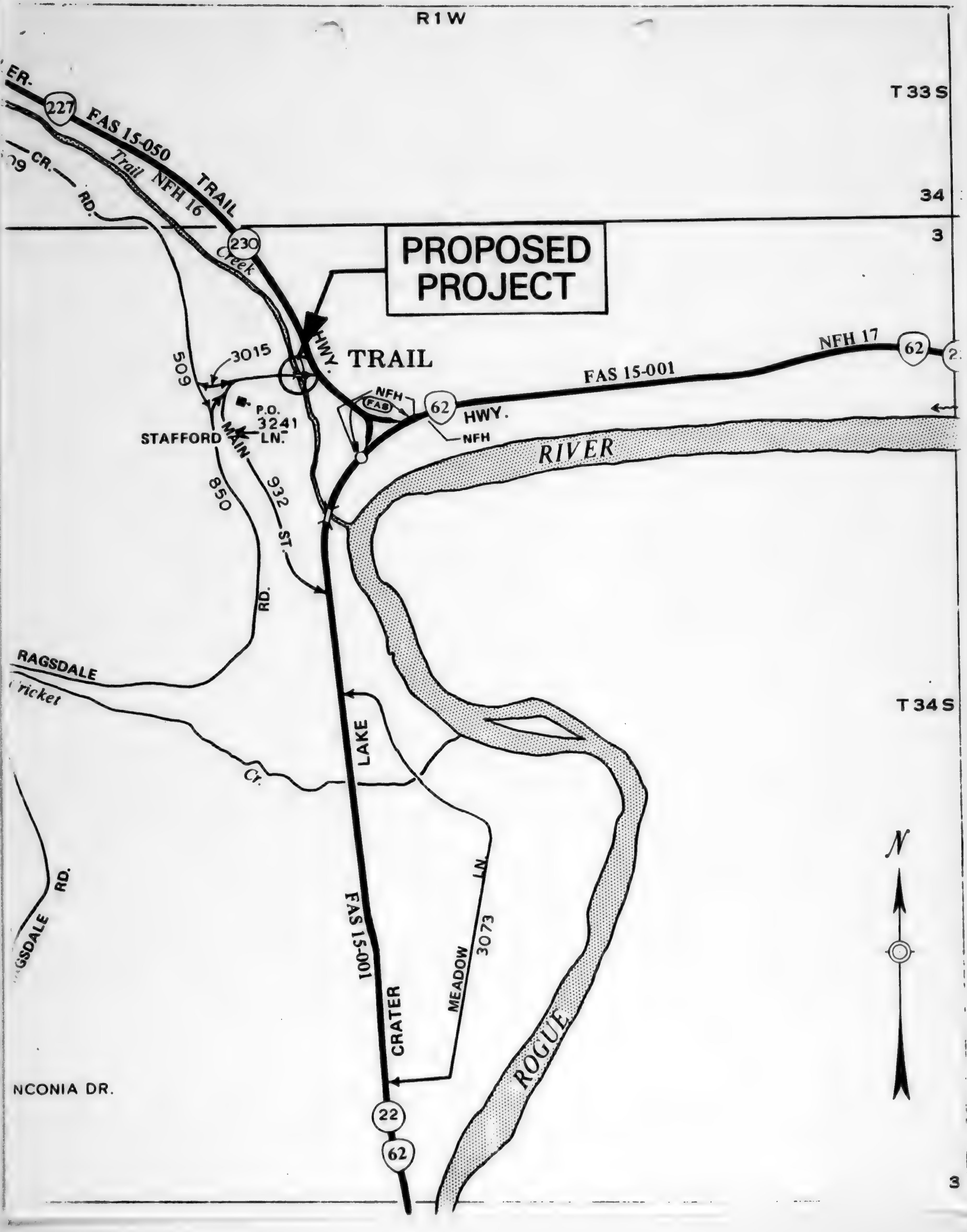
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number: [illegible]


R1W
T33S
34
3
T34S
3
PROPOSED PROJECT
TRAIL
HWY.
227
230
FAS 15-050
TRAIL
Trail
NFH 16
Creek
CR.
RD.
509
3015
P.O.
3241
LN.
STAFFORD
MAIN
850
932
ST.
RD.
NFH
FAS
62
HWY.
NFH
FAS 15-001
NFH 17
62
RIVER
ROGUE
RAGSDALE
Cricket
Cr.
LAKE
CRATER
FAS 15-001
MEADOW
LN.
3073
22
62
RD.
GSDALE
NCONIA DR.
N

7716

FEDERAL AID PROJECT REQUEST

Date March 9, 1981

Applicant Agency JACKSON COUNTY DEPARTMENT OF PUBLIC WORKS

Request for: Off-System XX , FAS-C____, FAUS____ Project (Special Bridge Replacement Program)

Federal Aid Route No.________ Route Name________

Project Name Bridge #621 - Loper Lane

Project Length 125 feet Project Location (Attach sketch map)

Project Description Replace Bridge #621, an existing log stringer, bridge with a new concrete structure

Average Daily Traffic 50 (estimate) Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA N/A

1. Existing Roadway: (Attach sketch)

Width________ Travel Lanes________ Shoulders________
Medians________ Parking________
Sidewalks________
Remarks________

2. Desired Roadway Cross Section: (Attach sketch)

Width________ Travel Lanes________ Shoulders________
Medians________ Parking________
Curbed________ Length Curb Radii________
Sidewalk/Bikeway________
Remarks________

II. RIGHT-OF-WAY DATA N/A

1. Existing Right-of-Way:

General Width________ Minimum________ Maximum________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes________ No________

3. Will additional right-of-way be needed? Yes________ No________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes________ No________
Remarks________

III. TRAFFIC CONTROL DATA N/A

1. Existing Signalization and Location:

2. **Proposed Signalization:**

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant?

4. **Permanent Striping:**

Include in project or by applicant?

IV. ILLUMINATION DATA N/A

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location On Loper Lane 0.02 mile west of State Highway 227 (Tiller-Trail Hwy.)

Type Log Stringer

Approach Roadway Width 15.0' Shoulder Width None

Length 122.0' Width 16.0'

To remain in place? No

2. **Proposed Structure:**

Location : On Loper Lane at milepoint 0.02

Approximate Size: Length 125.0' Width 30.0'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes - telephone cable

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No available detour route existing

Remarks

VI. RAILROAD DATA N/A

1. Are there any railroad crossings? Yes ____ No ____

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Jackson County Planning Department Office
2.	Environmental	Jackson County Planning Department Office
3.	Public Hearing	Jackson County Public Works Department Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State XX ____ Consultant ____

2. **Project construction engineering to be performed by:**

Applicant________ **State** XX **Consultant**________

3. **Will applicant perform any work prior to or after award of contract?**

Yes XX **No**________

If "yes," describe briefly: Will make improvements to approach roadway after structure is completed

4. **Applicant's estimate of cost for requested project:**

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	245,225.00
XXXXXXX Contingencies	11,025.00
Other Construction Engineering	22,050.00
Preliminary engineering	14,700.00
PROJECT TOTAL	$ 293,000.00

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ **and/or** JACKSON **COUNTY**

BOARD OF COMMISSIONERS

By________

By________

By Donald F. Schofield

Don Schofield, Chairman

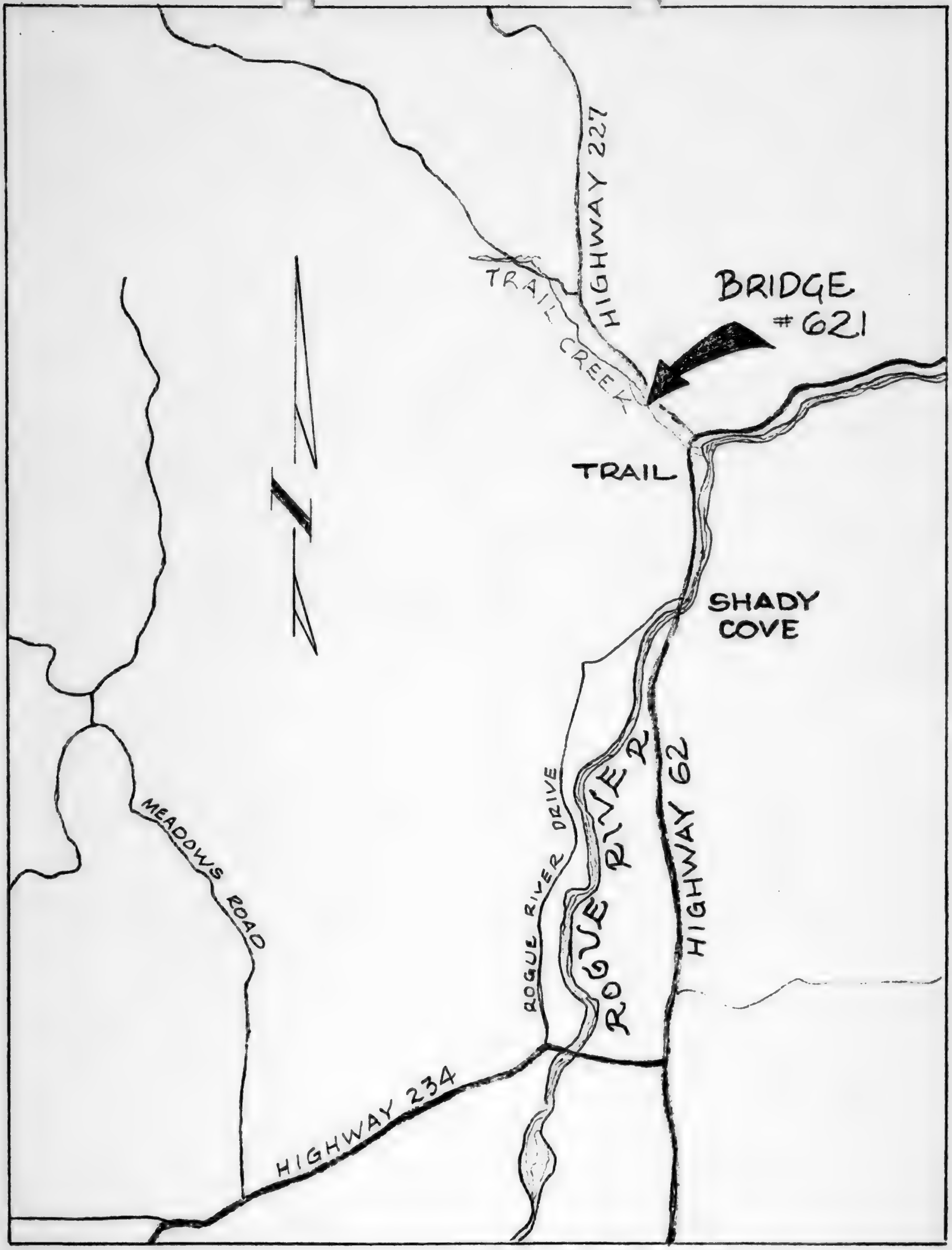
By

Peter Sage, Commissioner

By

Jon Deason, Commissioner

(1976)


HIGHWAY 227
BRIDGE #621
TRAIL CREEK
N
TRAIL
SHADY COVE
MEADOWS ROAD
ROGUE RIVER DRIVE
ROGUE RIVER
HIGHWAY 62
HIGHWAY 234

1983 Park Place-Newell Cr. Sec. 9717
of Cascade Hwy. S. (Grading)

jc cc: OSHD (D. Forbes)

STATE COPY

9717

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 12	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 10/11/89	REPORT MADE BY Christine Canham, Assistant Area Engineer		PROJECT NO. IX-78(6)
COMPLETION DATE (Actual) 12/19/85	ACCEPTANCE DATE BY CONRTACT AGENCY April 22, 1987	TIME ELAPSED N/A %	CONTRACT TIME Phase B: 10-24-85
LOCATION Park Place - Newell Creek			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OCT 17 1989

CASCADE HIGHWAY SOUTH
PARK PLACE - NEWELL CREEK
Grading and Drainage

This project consisted of two contracts; contract ~~9529~~ 9592, Phase A, provide for the construction of two structures within the subject section. Contract 9717, Phase B, provided for grading and drainage of the new highway. Phase A was accepted by FHWA on 12-14-87; consequently, this acceptance recommendation is for Phase B only.

The contract was awarded on October 4, 1983 to Elting, Inc. Work began October 24 and was completed on November 1985. A 24 calendar day time extension was granted which extended the required completion date to October 24, 1985. Liquidated damages were charged for the remaining 26 days.

The final cost of the project overran the original project estimate by 44%. Overrun bid items contributed 41% to the total increased cost. Elting, Inc. filed a claim against the State concerning extensive haul of excavated material and was awarded a settlement in the amount of $225,000. This claim accounted for 21% of the overrun. The remaining overrun was due to increased anticipated items and contingencies.

A final inspection of the project was made on December 11, 1985.

- CJC -

RECEIVED
STATE HWY ENGR
OCT 17 '89
ASSIGNED TO
FOR
INFO | INVES | NOMIN DRAFT | DIRECT REPLY | SIGN | ACT | FILE

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Christine Canham		SIGNATURE John T. Price	
TITLE Assistant Area Engineer	DATE 10-13-89	TITLE District Engineer	DATE 10/16/89

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

CONTRACTS and
MENTS No. 2 7

1) On March 17, 1989, signed a settlement agreement and release with Elting, Inc., covering Price Agreement #11 in the amount of $225,000 on the Park Place-Newell Creek Section of the Cascade Highway South in Clackamas County, Contract No. 9717.

2) On March 29, 1989, approved an agreement with the City of Prairie City for construction of new steps and retaining wall on the north side of the John Day Highway within the City limits. This project will be financed with State and City funds, the State's participation limited to a maximum of $10,000 and the City being responsible for 100 percent of all other costs. (Approved by Duane Christensen for State Highway Engineer.)

3) On March 31, 1989, approved an agreement with Crook County allowing the County access to the State's aggregate sources for the resurfacing project on the Powell Butte Junction-Forest Boundary Section of the Ochoco Highway. (William Anhorn approved for State Highway Engineer.)

4) On March 31, 1989, established a 40 MPH speed zone from M.P. 1.70 to M.P. 2.07 on the Green Springs Highway in the City of Ashland, Jackson County. (See "Speed Zone Order No. 969.")

5) On March 31, 1989, approved a personal service contract with Mighty Graphics for creating a storyboard for a television public service announcement. The contract covered the period March 31 to April 5, 1989, at a cost not to exceed $200.

6) On March 31, 1989, approved Supplement No. 1 to a personal service contract with William F. Ventry for a Value Engineering Workshop. This supplement adds $113.66 to the total agreement cost to cover unexpected travel expenses, adjusting the contract cost from $8,000 to $8,113.66. (Approved by William Anhorn for State Highway Engineer.)

7) On April 12, 1989, approved an interagency service agreement with Chemeketa Community College for a hazardous materials awareness course on May 9, 1989, at a cost not to exceed $1,600.

8) On April 19, 1989, approved a personal service contract with Howard Needles Tammen & Bergendoff for consulting services on the Elk Creek Tunnel on the Umpqua Highway in Douglas County on April 18 and 19, 1989, at a cost not to exceed $1,000. (Approved by William Anhorn for State Highway Engineer.)

9) On April 19, 1989, approved a personal service contract with Kiewit Construction Company for consulting services on the Elk Creek Tunnel on the Umpqua Highway in Douglas County on April 18 and 19, 1989, at a cost not to exceed $1,000. (Approved by William Anhorn for State Highway Engineer.)

10) On April 21, 1989, approved an agreement with Lincoln County for establishing a procedure for the control of noxious weeds within certain State highway rights of way in the County.

Dated this 2 day of May, 1989

Donald E. Forbes, State Highway Engineer

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6986

Copy [illegible]

RECEIVED
APR 10 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

DATE: March 27, 1989

TO: Karen Rice, Executive Assistant
to the State Highway Engineer

FROM: Cynthia A. Carter Cindy
Assistant Attorney General

SUBJECT: Authority to sign Settlement Agreements
DOJ File No. 734-040-0089

You recently asked where the authority is given for the State Highway Engineer to sign settlement agreements prepared by the Trial Division.

The settlement agreements in question involve resolution of construction contract claims. Therefore, delegation order 30, paragraph 4, which authorizes the Highway Engineer to "approve final payments on Highway Division contracts" applies.

CAC:tmt/4773G

4/6 Per Cindy - needs to go on Don's delegated authority report.

4/6 Checked w/ Keith - need fully executed copy of agreement / would prefer original... he'll check into and get back to me.

4/7 Keith hand carried fully executed copy to us. Need to forward to Fran for appropriate action.

Karen

RECEIVED
STATE HWY ENGR
MAR 31 '89
ASSIGNED TO
FOR

Hand carried into Don's office by
Keith (Van Dyke's office, DOJ) on 3-17-89. After Don signed,
Keith was hand carrying to Portland... Check w/ Cindy ?., does this need
to go on Don's delegated authority report?

SETTLEMENT AGREEMENT AND RELEASE

This agreement is entered into between Elting, Inc., herein referred to as the CLAIMANT, and the STATE OF OREGON, Department of Transportation, Highway Division, acting by and through its Department of Justice, hereafter called STATE, all of whom shall collectively be known as the "Parties" and individually known as a "Party" for the purpose of settling the various claims, controversies and disputes among the Parties arising out of the facts and circumstances relating directly or indirectly to the above-referenced cause.

For the purpose of this Agreement, the term "contract" shall be used to describe Park Place to Newell Creek Section Contract #9717.

(a) Dismissal of Litigation. The parties acknowledge that a lawsuit has been filed relating to the contract described herein, and the lawsuit is more particularly described in the documents filed in Clackamas County Circuit Court, Case No. 88-5-207, entitled Elting, Inc., an Oregon corporation v. The State of Oregon, acting by and through its Department of Transportation, State Highway Division. The CLAIMANT agrees that it will cause a Judgment of Dismissal with prejudice and without costs of the lawsuit to be entered in the appropriate court records. Each party further agrees that it will not assert, bring, file, or prosecute any further claim, action, against the other party or any of its agencies, officers, employes, or agents, or sureties, based upon or arising out of, directly or indirectly, the contract described herein, including but not limited to any claims for interest on the amount of the settlement, including any interest under ORS 279.575(4).

(b) Consideration for Dismissal. In consideration for the dismissal of the above-referenced litigation, the State of Oregon agrees to execute and pay Price Agreement #11 to the contract by March 17, 1989. By the terms of this price agreement, the State agrees to pay to CLAIMANT the sum of $225,000, which includes interest and return of liquidated damages.

(c) No Liability Admitted. Each party understands and agrees that this Agreement and Release is a compromise and settlement of doubtful and disputed claims; that acceptance of any benefits pursuant to this Agreement and Release is intended merely to avoid future litigation with respect to this subject matter or any other matter between the Parties; and that acceptance of benefits under this Agreement and Release is not to be construed as an acquiescence by such Party to the claims and allegations of the other Parties.

(d) Entire Agreement. This Agreement and Release constitutes the entire agreement among the Parties pertaining to the subject matter contained herein.

(e) Additional Instruments. Additionally, each Party agrees that it shall execute and deliver such other and further instruments of assignment and all notices, releases, acquittances and other documents as may be necessary to implement fully the terms and provisions hereof.

(f) Additional Warranties. In order to induce every Party to execute and deliver this Agreement and Release and to pay the consideration required hereby, each Party warrants to every other Party that such Party shall perform all duties and obligations hereunder and shall scrupulously abide by each and every term, condition, provision, covenant and agreement contained herein.

(g) Binding Effect. This Agreement shall inure to the benefit of and be binding upon the Parties and their respective heirs, descendants, successors, assigns and legal representatives.

(h) Agreement to Survive. All warranties, covenants, agreements and releases contained herein shall survive this Agreement and Release.

(i) Amendment. This Agreement shall not be modified or amended except by an instrument in writing signed by all of the Parties.

(j) Law Governing. The validity, construction, interpretation and administration of this Agreement and Release shall be governed by the laws of the State of Oregon.

(k) Titles, Headings and Captions. All titles, headings and captions used in this Agreement and Release have been included for administrative convenience only and do not constitute matters to be construed in interpreting this Agreement.

IN WITNESS WHEREOF, the Parties hereto have duly executed this Settlement Agreement.

James Elting
President, Elting,

DATED: ______

Don Forbes
State Highway Engineer

DATED: 3/17/89

APPROVED A

see signed copy in C x A

Daniel J. Seife
Of Attorneys for . iff

1011T/wjp

(j) Law Governing. The validity, construction, interpretation and administration of this Agreement and Release shall be governed by the laws of the State of Oregon.

(k) Titles, Headings and Captions. All titles, headings and captions used in this Agreement and Release have been included for administrative convenience only and do not constitute matters to be construed in interpreting this Agreement.

IN WITNESS WHEREOF, the Parties hereto have duly executed this Settlement Agreement.

James Elting President, Elting, Inc.	Don Forbes State Highway Engineer
DATED: ___________	DATED: 3/17/89

APPROVED AS TO FORM:

Daniel J. Seifer
Of Attorneys for Plaintiff

1011T/wjp

9717

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: April 3, 1989

In Reply Refer to File No.:
CON 5
9717

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: For Kenneth E. Husby
Construction Engineer

Federal-aid Project
No. IX-78(6)

SUBJECT: Request Change Order Approval

Contract	9717, Price Agreement No. 11
Project	Park Place-Newell Creek
Highway	Cascade Highway South
County	Clackamas

This Price Agreement is for the complete and final settlement of all remaining claims on this project. This order is in the amount of $225,000.00, with federal participation amounting to approximately $191,250.00 or 85 percent. Mr. Bill Kappus of your office has previously been appraised of the circumstances of this claim settlement.

This settlement resolves the litigation filed in Clackamas County by the contractor. An analysis of the claim and settlement by Mr. Al Harwood is attached for your information.

Your formal concurrence in this change order is requested.

Please contact this office if you need additional information.

SL:mk

Attach.

cc: Bill Anhorn
Don Adams

03313m

RECEIVED
STATE HWY ENGR
APR -4 '89
ASSIGNED TO
FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIG | ACT | FILE

9717

J

April 20, 1988

CON 5 - #9717

United States Fidelity & Guaranty Co.
100 West Harrison Plaza
Suite 300, North Tower
Seattle, WA 98119

On April 24, 1987, we notified you that the final payment would be released after April 29, 1987, on Contract No. 9717 with Elting, Incorporated, for work on the Park Place-Newell Creek Section of the Cascade Highway South in Clackamas County.

Our Accounting office has now notified us that the final payment on that contract was $25,093.93 and the final contract amount was $3,294,903.82 including $28,626.89 for work performed under force account.

We are sorry for the delay in notification to you.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Elting, Incorporated
P. O. Box 366
Clackamas, OR 97015

bc: C. O. Fredrickson
Walt Hart
Hwy. Acctg.
Rick Kuehn

9717

STATE OF OREGON

INTEROFFICE MEMO

TO: RON KLEINSCHMIDT
Contract Claims Coordinator

DATE: March 3, 1988

FROM: LARRY CHRISTIANSON
Region Construction Staff Assistant

SUBJECT: Claims Discovery Contract 9928, 9717

Accompanying this letter of transmittal are the following for your review:

1 Envelope	Field Inspection Reports -- Report 1, BI 3 to Report 25, BI 53
1 Envelope	Miscellaneous Correspondence 10/26/84 - 11/26/85
	Miscelleanous Correspondence 8/20/85 - 6/19/86
1 Envelope	Field Inspection Reports -- Report 1, BI 27 to Report 1, BI 110
	Right of way - Pink copies
	Change Orders - SFO No. 1 to SFO No. 17
1 Envelope	Weekly Reports W/E 4/6/85 to W/E 6/4/87
	Post Semi-Final Progress Estimate
	Change Orders PA No. 1 to SFO No. 17/PA No. 47
1 Envelope	Miscellaneous Correspondence 6/9/86 to 1/14/87 6/4/87 to 2/26/88
	Subcontracts No. 1 through 14 (No. 3A face of packet)
1 Envelope	1 set revised plans
	Miscellaneous Correspondence 4/28/86 to 4/27/87
	Semi-Final Data
	Misc. Report titled "Landscape and Image Improvement Plan
	Project Inspection Report
	Change Orders SFO No. 16, PA's 45 & 46
	Misc. Correspondence from Earl Mershon to Ron Failmezger dated 5/29/86.
	Misc. Correspondence from Earl Mershon to R. Morrow dated 3/11/86.
	Misc. Correspondence from Earl Mershon to Mike Fain dated 4/14/86.

Records for Contract 9717 are not in Region 1 files at this time. You may return the enclosed documents at your convenience.

LC/cy
Attachments

jc cc: OSHD (L. W. Rulien) **STATE COPY**

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 11	**COUNTY** Clackamas	**DIVISION** Oregon
DATE OF REPORT 11/19/87	**REPORT MADE BY** Michael E. Cribb, Highway Engineer Trainee		**PROJECT NO.** IX-78(6)
COMPLETION DATE (Actual) 1/17/84	**ACCEPTANCE DATE BY CONRTACT AGENCY** 9/17/87	**TIME ELAPSED** 116 %	**CONTRACT TIME** S.C.D. 11/30/83

LOCATION

Cascade Highway, South Park Place - Newell Creek (Structures)

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CASCADE HIGHWAY SOUTH
PARK PLACE - NEWELL CREEK
Structures

This project consisted of two contracts. The first contract (9592) involved the construction of two structures. A 170 foot long structure was built at the Holcomb Blvd. undercrossing while a 265 foot long structure was erected at the Redlands Rd. overcrossing. The second contract (9717) involved grading and drainage. This final acceptance report is being prepared for the structures contract only.

The contract was awarded to Ross Bros. Construction, Inc. on February 2, 1983. Work began on February 9, 1983 and was completed on January 17, 1984. This exceeded the specified completion date (November 30, 1983). A time extension of 26 days was granted while liquidated damages were charged for 38 days.

The final construction cost underran the original authorization of $1,955,961 by four percent.

The contract has been satisfactorily completed and acceptance is recommended.

- MEC -

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Michael E. Cribb		**SIGNATURE**	
TITLE Highway Engineer Trainee	**DATE** 12-14-87	**TITLE** District Engineer A	**DATE** 12/14/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9717

April 24, 1987

CON 5 - No. #9717

United States Fidelity &
Surety Company
100 West Harrison Plaza
Suite 300, North Tower
Seattle, WA 98119

Contract No. 9717 awarded to Elting, Incorporated for work on the Park Place-Newell Creek Section of the Cascade Highway South in Clackamas County was completed on May 16, 1986, and accepted by the State Highway Division on April 23, 1987.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 29, 1987.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Elting, Incorporated
P.O. Box 366
Clackamas, OR 97015

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Rick Kuehn

October 30, 1986

CON

Dave Abraham, Director
Clackamas County Department
of Utilities
902 Abernethy Road
Oregon City, OR 97045

The Oregon City Bypass project, now nearing completion, includes installation of a sanitary sewer for the City of Oregon City and Tri City Sanitary District. The cost of the sewer installation is to be borne by the District and the City.

In excavating for the sewer between Beaver Creek Road and the south end of the project, rock was encountered which resulted in a contractor claim for extra compensation. The contractor claimed to have been misled by the bidding documents and the sewer plans. On advice of counsel an agreement was reached with the contractor to provide extra compensation for rock excavation.

At a meeting in Fred Miller's office, you, accompanied by Mr. Anicker and Mr. Justice, presented a request from the City and the District that the State participate in a portion of the increased costs attributable to rock excavation. Your suggestion was that the rock excavation cost be distributed over the entire trench excavation item in the same manner as it would have been had the contractor included rock excavation in the price bid for trench excavation.

I recognize that had the contractor anticipated rock excavation and bid accordingly, the cost of the rock excavation would have been distributed over the entire trench excavation item without regard as to who is responsible for costs of construction in the area where rock was encountered. Such was not the case, the increased cost is clearly associated with the sewer installation and this, in accordance with the agreement between Tri-City Service District and the State is the responsibility of the District.

Therefore, I must reject your request that the state assume responsibility for a portion of the increased sewer excavation costs. However, the state would consider an adjustment to the amount charged against the sewer installation for engineering if the adjustment would resolve the issue. By a copy of this letter, I am asking our Metro Operations Engineer, Allan Harwood, to meet with representatives of the District and the City of Oregon City in an effort to resolve this issue.

Larry Rulien
State Highway Engineer

cc Fred D. Miller
Allan Harwood

AH:sl

B4
10-25

Justice
$200,000
3-way

9-12

Fred--

Jerry Justice of Clackamas County called to set up an appointment with you next week. I gave him your schedule and asked if Rulien could meet with him, he said no, he now needed to talk to you as he has talked to Larry and to Pat Schwartz about the Newell Creek project relating to the Tri-County sewer. He suggested that the two of you discuss it on the phone and then if he felt he needed a meeting one could be set. The morning of September 26 doesn't look too bad. I'm trying to set September 26 1 to 3 p.m. for Exec Staff on management service performance appraisals.

9-12
Fred made appt. w Justice for 9-26 @ R.

Justice's phone number is 655-8459--I told him you would call him this afternoon after your meeting.

You may want to talk to Pat before you call him back.

Discussed w/Fred 10/30/86 - [illegible]

Pat Schwartz has the info on Cascade Locks for you when you are free to discuss it.

RECEIVED
STATE HWY ENGR
OCT 28 '86
REFER TO

Info	Inv	R/D	D/R	Sign	Act	File

① C bypass
- we agreed on sewers
- rock
- contractor additional payment
- CC, my could be involved
- go ahead
- chance to back out

Fold rd in way of new roadway

- 300,000

Then consultant prepare plans

9,717

October 24, 1986

Oregon City Bypass Celebration.

See: # 9,928

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

In Reply Refer To
File No.:

OM MRE CE FPM CE
Metro Region

June 9, 1986

[illegible]

DAVID ABRAHAM
Director
Clackamas County
Department of Utilities
0-2 Abernethy Road
Oregon City, Oregon 97045

This is a follow-up and a confirmation of our discussion of June 6 in your office. Work on the Oregon City portion of the sewer line is now virtually complete. Expenditures have exceeded the amount of your initial deposit and we are currently billing you on a month by month basis for work completed.

During our discussion of June 6, we agreed that we should probably get together with the City of Oregon City, W. E. Schwartz and Bryant Jackmond to review our disagreement over who should bear the cost for excavation of the rock encountered on the Oregon City portion of the sewer installation. The current position of the Highway Division is that the Division has no responsibility for the additional costs incurred as a result of the rock encountered during excavation for the sewer between Molalla Avenue and Beavercreek Road. The purpose of the meeting would be to allow the Sanitary District and Oregon City to explain why and to what extent the District and the City feel the State is responsible for the increased cost of the sewer.

The only time that we have available during the next month is the 18th and 19th of June. Mr. Schwartz and Mr. Jackmond are unavailable before that date and I will be leaving for a two and a half week vacation on the 20th. If you want to get together on the 18th or 19th, please let me know as soon as you can. If you need to look over some of our records or talk with some of our people before that time, that can also be arranged.

I assume that per our discussion, attorneys would not be present at this meeting. However, if you want attorneys present, I would need to know that also so I could make the necessary arrangements.

ALLAN C. HARWOOD
Metro Region Operations Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 10 '86
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

ACH/ls
cc: Rosalind Daniels, City of Oregon City

734 1850

9717

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Park Place- Newell Creek (Grading)	WEEK ENDING: APRIL 12, 1986	
	SECTION PREFIX: C09717	
HIGHWAY: Cascade, South	COUNTY: Clackamas	
NAME OF JOB: Park Place - Newell Cr. (Grade)	KIND OF WORK: Grading	
CONTRACTOR: Elting, Inc.	CONTRACT NUMBER: 9717	FEDERAL AID PROJECT NUMBER: IX-78(6)
DATE OF CONTRACT: October 4, 1983	DATE WORK STARTED: October 24, 1983	ESTIMATED COMPLETION DATE: n/a
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: n/a	CALENDAR DAYS USED: n/a
PROJECT AUTHORIZATION: $ 3,510,828.00 *	SPECIFIED COMPLETION DATE: * A=8-20-85 B=10-24-85	PERCENT OF TIME ELAPSED: A 101% B 103%
EXCLUSIVE OF ENGINEERING: $ 3,285,828.00	ENGINEERING AUTHORIZATION: $ 225,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,407,186.00	ENGINEERING COST TO DATE: $ 256,040.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102
ESTIMATED PERCENT: OVERRUN UNDERRUN 4 %	PERCENT OF AUTHORIZATION: 114 %	DATE PROJECT WAS COMPLETED: A=8-30-85, B=11-19-85

*Additional Authorization, 10-22-85, PA 6 & 7.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.42				
MILES PARTIALLY COMPLETED	1.42				
MILES COMPLETED	1.42				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	560,950 cy				
TOTAL QUANTITIES CORRECTED TO DATE	692,722 cy				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	687,057 cy				
AVERAGE DAILY QUANTITIES	4,550 cy				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 cy				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

APR. 1986	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6		0		
MONDAY 7		0		
TUESDAY 8		0		
WEDNESDAY 9		0		
THURSDAY 10		0		
FRIDAY 4		0		
SATURDAY 5		0		

CONT. No.: 9717 DATE: APRIL 12, 1986

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6 SUNDAY	
7 MONDAY	No field activity, April 4, through April 11, 1986.
8 TUESDAY	" "
9 WEDNESDAY	" "
10 THURSDAY	" "
4 FRIDAY	" "
5 SATURDAY	" "

REMARKS

SUMMARY: All contract work has been completed.
Second Notification sent 11-19-85.
Final inspection of this project occurred 12-11-85.

ANTICIPATED: Office work on the Semifinal.

SIGNED Earl Mershon LOCATION Portland, OR
Earl Mershon, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#9117

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: December 30, 1985

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: Oregon City Bypass
Sanitary Sewer Installation

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[illegible] Metro Region TAM
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#9547
#9572

Following a meeting in Salem with Bill Cloran, Pat Schwartz, and Bryant Jackmond, to discuss how to proceed with sewer construction and the need for early deposit to cover the added sewer costs, I met with Dave Abraham, Director Tri-City Sewer District.

I told Dave that as long as we kept trying to tie in ultimate responsibility for the increased costs with the question of how to get the work accomplished, we were going to continue to have problems. We keep threatening the District and Oregon City with a shut-down of work on the sewer system, they keep holding the deposits necessary to insure that work will continue hostage to force negotiation on the question of ultimate responsibility.

Dave and I agreed that it was in everybody's best interest to complete the sewer and deal with responsibilities later. I

gave Dave a copy of John Aniker's December 17 letter, and discussed with Dave the resolution passed by the City of Oregon City. I told Dave that to insure that the work on the sewer would proceed, I felt we needed the following.

1. Assurance that money necessary to pay the contractor was on deposit at the time payment to the contractor is due.

2. Access to any interests earned on monies in the pool, which would form a reserve if all other monies in the pool were exhausted.

3. Payment not be withheld on liabilities accrued prior to notice of intent to withhold future payments. This is to cover the item in the resolution which states that Oregon City reserves the right to withhold payments in the event of litigation or arbitration.

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
DEC 31 '85
REFER TO
FOR

Info	Invest	R/O	[illegible]	[illegible]	Act	File

4. That additional deposits into the pool would not be dependent upon previously deposited money being totally exhausted, but rather would be dependent upon obligations incurred.

ACH/gw-044
cc W. E. Schwartz
O. B. Jackmond
Jack Sollis
Bill Cloran

9717

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-78(6)

Contract 9717, Work Completed November 19, 1985

Project Park Place-Newell Creek

Highway Cascade South

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 11, 1985

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STAT. HWY ENGR
DEC 31 '85
REFER TO
Info Inves R/D D/R Sign Act File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

734-2023 (2-85)

NOTED
W. E. SCHWARTZ

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STATE HWY ENGR
DEC 16 '85

12-12-85

THE SUBURBS

Oregon City put between rock, hard place

By LINDA McCARTHY
Correspondent, The Oregonian

OREGON CITY — City officials have agreed to put up $200,000 to cover unexpected sewer line construction costs that threaten to delay once again the completion of the Oregon City Bypass highway.

But they hope to begin negotiations soon with the Oregon Department of Transportation and the Tri-City Service District to work out an agreement whereby the three agencies would share the cost of the sewer work that will be required in the bypass right of way.

The commission last week approved a resolution calling for the city to put up the money, which will be used to remove rock formations that were discovered after work on a Tri-City Service District sewer line had begun.

The Tri-City Service District, serving the cities of Oregon City, West Linn and Gladstone, entered into an agreement with the state in November 1984 for construction of a sanitary sewer line in the bypass right of way. Both projects are scheduled to be finished by the fall of 1986.

Dave Abraham, director of the Clackamas County Department of Utilities, said the state had called for bids on the entire project at once, including construction of the bypass, the interceptor sewer and the city's trunk line.

Abraham said the district's share of the bill amounted to $406,200, while the city was asked to pay $265,000 for the trunk line from Beavercreek Road south to Molalla Avenue.

However, when work on the project began, large rock formations were discovered in the area where the city's trunk line was to be installed.

"There was no (financial) allowance for rock removal. (The contractor) got in there and found solid rock where they were supposed to put the pipes," City Manager Noel Klein said.

Klein said the city had turned to the state and the service district for help because the city felt those officials should have been aware of the problem before construction began.

"The state has come back and said unless we come up with the money, they'll close it down and pave over it," Klein said. "We're caught between a rock and a hard place — literally."

City commissioners said they were willing to put up the money in order to keep the project moving. The problem with the sewer line so far has not resulted in any delays, Klein said.

"We hope to get a significant portion of (the $200,000) back. That's the purpose of entering into negotiations with Tri-City and the state," Klein said.

Abraham agrees with Klein that the city should not be burdened with the entire bill.

"The state has indicated a willingness to negotiate but will still want the money guaranteed before work continues," Abraham said.

Al Stormo, the assistant project manager for the highway department on the bypass project, said the state could not spend money on a sewer project, but he said state officials were willing to look into the matter.

"This hasn't had an effect on the job as of yet, but it could if it is not resolved," Stormo said.

Klein said the city had some money in a sewer contingency fund that could be used for the project.

Defense opens trial in scalping

By JAMES MAYER
of The Oregonian staff

HILLSBORO — The attorney for a 38-year-old Beaverton man said Wednesday that his client was trying to cut his wife's hair with a butcher knife after a night of angry confrontations last summer, but inadvertently

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Walkers can cross on bridge

By WEB RUBLE
of The Oregonian staff

SANDY — The Bull Run Bridge opened to foot traffic Wednesday.

However, the bridge will remain closed to autos until it is repaired or a new one is built, said Ardis Stevenson, Clackamas County communications director.

The 240-foot bridge across the Bull Run River was damaged Monday when a city of Portland crane caught and ripped out an overhead girder. The damage led Clackamas County to close the bridge for safety reasons and because the crane was blocking it.

The crawler crane, used by the Portland Water Bureau for lifting work in its Bull Run watershed operations, was removed Wednesday after crews did some minor shoring to the bridge.

The closure cut off 106 families who live north of the bridge from the rest of Clackamas County.

School buses hauling the 57 children of those families to and from Sandy Union High and Bull Run Elementary

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON

DATE: October 17, 1985

TO: Oregon Transportation Commission

cc 8 f

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Park Place-Newell Creek Section
Cascade South Highway, Clackamas County
Contract No. 9717

This Interstate Transfer project is approximately 95 percent complete and is expected to be finished later this month. It now appears that the final cost will exceed the project authorization by $1,041,000 or 42 percent.

The main cause of overruns on the project is an increase in quantities of excavation. A portion of this is attributable to an underestimation of the general excavation item in the preliminary engineering phase by some 12 percent, or 65,000 cubic yards. In addition, it was necessary to utilize some excess material from an adjacent jobsite for use in constructing the subcharge embankment on top of the Rossman land fill in Oregon City. This increased work is expected to add more than $428,000 to the cost of the project.

The nature of the soils on this project, together with lessons learned through experience with failures of fill sections on other contracts in the area, required an increase of embankment foundation excavation. This item is used to remove unstable material and to form benches to provide support for the construction of fills. Provision of this additional support increased the cost of the project by $205,000.

Two slides occurred during the course of construction of the project and it was necessary to repair these by means of removing the unstable material and reinforcing the areas with rock buttresses. Performance of this slide correction and strengthening work added nearly $296,000 to the cost of the project.

Soils in the area are highly erodible, consisting in large part of volcanic silt material. In this respect, this project and others in the area are of great concern to the State Department of Fish and Wildlife because of the potential for damage to the fishery resources of the creeks in the area. The amount of erosion control work provided for in the contract was insufficient to adequately protect the project and the streams. The work necessary to contain runoff sediment has added $55,000 to the cost of the project.

Form 734-3122

Subsurface investigative work by the State's geologist crews was necessary in order to design measures for dealing with the soil problems on the project. Work by these crews and provision of access for their equipment added $25,000 to the cost of the project.

Construction engineering costs on the project are expected to increase somewhat in order to properly monitor, inspect and document the additional work.

I recommend that the authorization be increased by $1,041,000 to a new total of $3,511,811.63. Interstate transfer funds will be used to cover this increase. This matter will be on the consent calendar for the October 22 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON

INTEROFFICE MEMO

TO: Highway Construction 378-6318

DATE: FILE: CON 5

W. E. Schwartz
Ass't. State Highway Engineer

October 10, 1985

FROM:

E. D. Fredrickson
for O. B. Jackmond
Contract Administration Engineer

SUBJECT:

Request for Increase in Project Authorization
Park Place-Newell Creek Section
Cascade South Highway, Clackamas County
Contract No. 9717

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Request for Increase in Project Authorization
Park Place-Newell Creek Section
Contract No. 9717

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Construction engineering costs on the project are expected to increase somewhat in order to properly monitor, inspect and document the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $1,041,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
E. C.Mershon
B. M. Walton
D. L. Trout

1 7 : :

STATE OF OREGON

INTEROFFICE MEMO

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STATE HWY E[illegible]

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REFER TO

FOR

Info | Inves | R/D | O/R

TO: MEMO TO THE FILES

DATE: November 8, 1984

FROM: Don
Donald L. Trout
Final Project Coordinator

SUBJECT: Oregon City Bypass
2nd Review of Erosion Control

Copy
9592
95[illegible]

At the request of Project Manager, Dave Willhite, a follow-up on-site field review of erosion control work was made on November 6, 1984. Those present were:

Wendell Stanley	Ore. State Highway Div.
Al Stormo	" " " "
Brent Forsberg	Ore. Dept. Fish & Wildlife
Jay Massey	" " " "
Merle Anderson	Ore. State Highway Div.
Don Trout	" " " "

Since the October 15, 1984 field review considerable work has been done near the garbage dump south of Redland Road to effectively control erosion of disturbed areas not finished to grade. Appropriate measures have been taken to minimize erosion and restrict sedimentation to the project work area.

All slopes and top subgrade surfaces have been mulched with straw. Hay bale sediment dams have been constructed in critical areas along the toe of slopes and at the top of fill slopes. The bales are working effectively in containing sediment and directing water flow to planned locations. Collected surface water is being carried off in pipes.

The large concrete catch inlet previously undermined has had the grading repaired around it and plastic sheeting and haybales are being used to direct the water into it. It is now functioning properly. The waste area, southerly of this garbage dump area, has been mulched with straw. Haybale dams have been constructed on the roadway in this area to control the run-off. A large drainage pipe with a flexible plastic extension carries the water around the upper end of the waste area. Haybale sediment dams are in place below the waste area to contain the sediment.

The water in Newell Creek at the large multiplate pipe is extremely clear showing that there is no sediment entering the stream above this point. Newell Creek entering Abernathy shows some discoloration, but it is minimal.

Conclusion

The entire job now appears to be adequately winterized to keep sediment from entering the streams. Continuous maintenance throughout the winter will be necessary to maintain erosion control. The quality of this new work is comparable to that previously reported on the rest of the project. Oregon Department of Fish & Wildlife representatives were pleased to see the work had been completed.

All those responsible for this recent erosion control work, the Project Manager and his crew and the contractor, are to be commended for a job well done under extremely difficult conditions.

DLT:bn

cc: E.S. Hunter
E.L. Hardt
Dave Willhite

9717

N

STATE OF OREGON **INTEROFFICE MEMO**

TO: HAL VERSTEEG
Design Engineer

DATE: October 26, 1984

FROM: ALLAN C. HARWOOD
Metro Region Region Operations Engineer

SUBJECT: OREGON CITY BYPASS
Contract No. 9506 & 9717

This is in response to a letter from you and a memo from Don Trout concerning seeding and mulching and temporary erosion control measures on the subject project. Per the discussion in your office, I feel that our project people and the contractors have done a creditable job of providing temporary erosion control measures.

I have enclosed a copy of Dave Willhite's response to the memo for your information.

As pointed out in your office on the one project which involved the work area just south of the first garbage dump and the disposal area, we have spent more than six times the amount set up for temporary erosion control.

At our meeting it sounded like it was very unfortunate that some of the concerns expressed during the walk-through were not discussed directly with Dave. Per our discussion in your office, I would suggest another visit to the project at this time and another look.

While we feel that we have done a good job, we would certainly entertain constructive comments as to what more could be done. I would echo Dave's thoughts in the last paragraph, ~~but~~ I'm not sure that it's possible for us to perform to the expectations of the Division's of Land or the Fish and Game Commission if those people are truly as critical of our efforts as indicated in Don's letter.

ACH/gw
Attachment
cc Dave Willhite
Ed Hunter w/attachment

1 Versteeg ✓
Anderson
Adams
[illegible]
Edwards
Turpin
2 Trout ✓
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do Not File
Return
Bring Up
Action

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

TO: Edward L. Hardt
Metro Region Engineer

DATE: October 22, 1984

#

FROM: David A. Willhite
Project Manager

SUBJECT: Oregon City By-Pass
Review of Erosion Control

In Don Trout's memo to the files for October 17, 1984, he noted several observations that were made during his review of the project. I would like to comment on some of these observations.

The work done on the Beaver Creek Road project. Don's memo indicates there has been no mulch applied south of Beaver Creek Road. Actually, all slopes north and south of Beaver Creek Road have been mulched and seeded according to our specifications. The reason he failed to see the mulch is that wood cellulose fiber was used and he apparently was looking for straw.

The sediment he referred to that will go through the culvert under Beaver Creek Road is very small in quantity and will be reduced somewhat more as it traverses the grouted riprap ditch between the outfall of the pipe and Newell Creek.

The area just south of the first garbage dump that Don referred to as having not been treated has been initially winterized. Straw bale check dams were in place. All construction slopes in that area had been seeded and mulched with the exception of the Contractor's immediate work area and the waste area that he was in the process of hauling to at the time the rains hit. These have since had seed and mulch applied.

The portion that is part of the Park Place - Newell Creek contract is in rougher condition. The grading is not complete in that area. Cut slopes are only about 50% of the way down and fills are not constructed. Even in this

Contains
Recycled
Materials
81-125-1387

case, all cut slopes had been seeded and mulched. Straw check dams had been built in the draws and general initial winterizing had been completed. The work remaining was to seed and mulch the roadbed itself. That will be done sometime this week.

We had placed over 4,000 lineal feet of straw sediment barriers at the time of the walk through and spent over $50,000.00 on erosion control in preparation for this winter on the Park Place - Newell Creek section. Counting the measures taken last summer, we have spent over $150,000.00 on Slate's (Redland Road - Beaver Creek Road) project.

If spending this total of over $200,000.00 on erosion control on the By-Pass has ruined our creditably with the Division of State Lands, then I feel a review should be made of their expectations. My representatives at the walk through did not feel that the Fish and Game people were disappointed.I do not feel that the assessment given in the memo is an honest assessment of the conditions and it does an injustice to the efforts that have been put forth. Had the group waited to tour the project until after the work was complete for this season there would have been no difference in the erosion control between what they termed to be excellant and to be completely unacceptable.

DAW:cls

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR.
OCT 18 '84
REFER TO
FOR
Info Inve R/D D/R

TO: THE FILES

DATE: October 17, 1984

FROM: Donald L. Trout
Final Project Coordinator

SUBJECT: Oregon City Bypass
Review of Erosion Control

Copy
#9592
#9547

At the request of Mr. Brent Forsberg, Oregon Department of Fish & Wildlife, a field review of the erosion control work on the Oregon City Bypass was made on October 15, 1984. Those attending were:

Brent Forsberg,	Oregon Dept. Fish & Wildlife
Bert Carnegie	" " "
Jay Massey	" " "
Marion Craft	Oregon State Highway Div.
Wendell Stanley	" " "
Merle Anderson	" " "
Don Trout	" " "

Several others from the Project Manager's office were present.

Before the actual review began there was a short discussion of a fish passage facility at Beaver Creek Road. After the Newell Creek siltation problem caused by erosion the first winter the project was under contract, the Oregon Department of Fish & Wildlife indicated that we could off-set stream damage by providing fish passage to upper Newell Creek. This would require some type of fish ladder. Last winter we reviewed a fish ladder proposed by the Oregon Department of Fish & Wildlife. The cost was excessive and there was doubt if there was enough water in the stream to allow it to function. At this meeting Fish & Wildlife officials indicated that two concrete box pools would do the job - one at the bottom of the climb and one up at the entrance to the culvert. They also believe Clackamas Community College officials, with volunteer student help, would do the construction if we would furnish the material. These college officials will apparently be doing some stream improvement work downstream from the proposed fish passage area.

The project was reviewed on the ground from Beaver Creek Road to Redland Road. The following observations were made:

- The roadway south of Beaver Creek Road is complete with seeding on the slopes. This slope seeding also extends several hundred feet northerly of Beaver Creek Road. No seeding was apparent on top of the subgrade in these areas and no mulching had been done. South of Beaver Creek Road on the westerly side of the roadway erosion has begun. It has formed a sediment deposit at the culvert under Beaver Creek Road. As this deposit builds up it will go through the pipe directly into Newell Creek. No sediment dams have been constructed.

- Going on northerly for some distance the roadway is complete to subgrade. Slopes and subgrade have been seeded and mulched with straw. Netting has been used in some ditches. Rock inlays have been constructed at the ends of cuts to carry the water off and prevent erosion of the fill. A rock and dirt berm has been constructed at the outer limits of the subgrade to prevent erosion of slopes. Winterizing and erosion control measures on this stretch are excellent. Four -wheel drive vehicles have been playing in this area and considerable rutting has been done. With the seeding & mulching it does not appear, however, that the rutting will cause serious erosion.

- Beyond this completed area, near the first garbage dump, grading is not complete for some distance toward Redland Road. The contractor was working in this area up to the time the rain began. There is no evidence of any attempt to winterize this area. Some slopes seeded last year have grass growing on them and there are some last years hay bale sediment barriers in place. Some of these are full of sediment, however. Slide material is being wasted on the westerly side of the highway near the beginning of this uncompleted area. The waste area has not been winterized.

- One large catch inlet has been constructed on the westerly side of the subgrade to carry water to the ravine below. Erosion has undermined it and the outlet pipe to where it will not function.

Several of these un-winterized areas are quite close to Newell Creek. The mud is liquid enough at this time to run down-hill. The next rain will undoubtedly carry it into the stream.

Conclusion

It was very gratifying to see an excellent job of winterizing on a portion of this project. Those responsible are to be commended.

It was extremely disappointing to see large areas of uncompleted earthwork with no apparent attempt to winterize them. This is hard to accept for the second time on the same project. Our credibility with the Division of State Lands, Oregon Department of Fish & Wildlife, Soil Conservation Service and others has suffered a major setback, to say the least.

Prior to beginning the review of the project, Fish & Wildlife representatives indicated they would inspect the stream next summer to see if it was rehabilitating itself. After observing the unwinterized areas with great potential for siltation of the streams, they retracted their statement on the stream inspection.

DLT:bn

cc: E. S. Hunter
E. L. Hardt
Dave Willhite

7717

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL AID PROJECT NO. IX-78(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 71112

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copy #9592

7. DATE AUTHORIZATION EFFECTIVE 6-8-84
8. FEDERAL ROUTE NUMBER Primary 78
9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:

Park Place - Newell Creek Section (Phase II)

11. GENERAL DESCRIPTION OF WORK

Furnish, install and monitor settlement monitoring equipment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6-8-84 as requested in Mr. Fredrickson's letter of 6-27-84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $10,000 Federal Funds $8,500.

RECEIVED
STATE HWY ENGR
JUL 11'84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

orig to 7/12

14. DATE 7-6-84
15. SIGNATURE OF APPROVING OFFICIAL Dale E. Wilken
16. TITLE ~~for~~ Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9717

5

October 27, 1983

Elting, Incorporated
P. O. Box 366
Clackamas, OR 97015

COM 5
#9717

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9717 for work on the Park Place-Newell Creek Section of the Cascade Highway South in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Encl.

cc: U. S. Fidelity & Guaranty Co.
P. O. Box 1701
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Dave Willhite

ELTING INCORPORATED
P. O. Box 366
CLACKAMAS, OREGON 97015

October 3, 1983

Mr. Robert Gormsen
Oregon Department of Transportation
Room 121 State Transportation Building
Salem, Oregon 97310

Subject: DBE/MBE/WBE Participation

Ladies or Gentlemen:

In accordance with the special provisions and supplemental standard specifications for Highway construction prepared by the Oregon State Highway Division, Salem, Oregon for Grading of the Park Place - Newell Creek Section of the Cascade Highway South in Clackamas County the assigned contract goals for disadvantaged business enterprises is five percent. #9717

This firm plans to award a subcontract to Gervais Construction, Incorporated, 5655 Ferschweiler Lane, Woodburn, Oregon 97071, Telephone 393-0757 or 792-3595, a Disadvantaged Business Enterprise for the following bid items.

Bid Item	Description	Amount
3	Temporary Signs	$ 576.00
4	Temporary Barricades	200.00
5	Temporary Plastic Safety Markers	500.00
16	General Excavation	72,300.00
28	Concrete In Walls	22,800.00
29	Reinforcement In Walls	3,744.00
53	Temporary Concrete Barrier	7,200.00
	Total	$107,320.00

Required DBE Participation $2,144,477.00 x 5% = $107,223.85

Sincerely,

John E. Joy

John E. Joy
Office Manager
and Corporate Secretary-Treasurer

JEJ:hmj

RECEIVED
OCT - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(503) 656-0954

cc Kay Turner

7717

STATE OF OREGON

INTEROFFICE MEMO

TO: HAL VERSTEEG
Road Design Engineer

DATE: September 15, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: Park Place-Newell Creek Section
Oregon City Bypass

+ Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
SEP 15 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

To date we have had very little interest from bidders on the subject project. At the prebid meeting on Tuesday we had just two people other than our own people in attendance.

The one person there Elton Slate, presently on the project working in the same area, indicated he feels that with the completion date specified we are setting up an impossible situation similar to the situation he found himself in a year ago.

There will be no opportunity to move material out of the Redland Road cut this year. Even if it were possible I'm not sure that we would want the contractor to do so. We have very extensive erosion control facilities in place at this time. To try to work in that cut area would only destroy what has been done and would accomplish very little toward completion of the project. What this means is that to complete the project the contractor will have to move nearly 600,000 cubic yards of material next summer season, most of which comes out of the Reldand Road cut area. The material is wet and remains wet. At best excavation will be slow and embankment construction slower due to the confined work areas available for drying the material.

I see no reason, from a construction standpoint, to award the contract at this time and I see many disadvantages in doing so. I recommend the taking of bids on this project be delayed until February at the earliest then the final completion date for the project be moved back to early fall of 1985. Probably an interium completion date could be established for completion of the embankment and the surcharge across the sanitary landfill in October of 1984. With this type of a schedule it would perhaps still be possible to complete the surfacing in 1985 although I will have to admit it would be doubtful.

In my opinion, to press ahead with the project with the present completion date will not get the job done next year and will only result in extensive claims.

ACH/b

81-125-1367

5

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

9-7-83

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/9/83

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Park Place - Newell Creek Section (Phase II)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 9/9/83 I approve the program change as follows:

"add appropriation code 178"

	TEC	F.F.
(Decrease appn code 580	(2,192,443)	(1,863,576)
obligate appn code 178	2,192,443	1,863,576)

RECEIVED
STATE HWY ENGR
SEP 26 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to 9b6

14. DATE 9/9/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 9, 1983

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Project No. IX-78(6)
Park Place-Newell Creek Section
Cascade Highway South
Clackamas County

I request your approval of a program change on the subject project to utilize Appn. Code 178 funds for the Phase 2 (grading portion) of the subject project for which authorization to advertise for bids was given on August 24, 1983.

Approval of this request will involve revisions in financing as follows:

	Appn. Code	Total Cost	Federal Funds
Project Agreement	580	$1,955,961	$1,662,565
Phase 2 (Grading Contract)	178	2,192,443	1,863,576
Total		$4,148,404	$3,526,141

The above action will involve a decrease of $2,192,443 in total cost and $1,863,576 in Federal funds previously obligated in Appn. 580 funds.

CL:jc
Attachment
cc: R. Brooks
G. Zehner
J. Peterson
General Files

Form 734-3122

rll *9-11-1*

S

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/24/83

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Park Place - Newell Creek Section (Phase II)

11. GENERAL DESCRIPTION OF WORK
Grading and Paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated Items as shown in "PS&E" Revised Estimate dated 8/19/83.

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost effective.

Mr. Potter's 8/22/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved for a total estimated cost of $2,192,443 Federal Funds $1,863,576.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 2 '83
cc w/att
REFER TO Potter
FOR

nfo	nves	R/D	D/R	Sign	Act	File

ang 9/2

14. DATE 8/24/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

4717 160N

STATE OF OREGON
ROAD DESIGN SECTION

DES 16
INTEROFFICE MEMO

TO: R.R. Cameron (Portland)
Project Manager

DATE: November 8, 1982

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Park Place-Newell Creek
~~Cascade Highway South~~
Clackamas County

RECEIVED
NOV 09 1982
ROAD DESIGN SECTION

Adams 1
Sullivan
Do Not File
Return To
Bring Up
Action

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9219-00	Cascade Hwy. South Mainline	32' Right	Profile Grade
9219-01	Cascade Hwy. South Mainline	32' Right	Subgrade
9219-02	Cascade Hwy. South Mainline	Centerline	Profile Grade
9219-03	Cascade Hwy. South Mainline	Centerline	Subgrade
9219-04	Cascade Hwy. South Mainline	28' Left	Profile Grade
9219-05	Cascade Hwy. South Mainline	28' Left	Subgrade
9219-06	Cascade Hwy. South Mainline	28' Right	Profile Grade
9219-07	Cascade Hwy. South Mainline	28' Right	Subgrade
9219-08	Cascade Hwy. South Mainline	Centerline	Profile Grade
9219-09	Cascade Hwy. South Mainline	Centerline	Subgrade
9219-10	Cascade Hwy. South Mainline	28' Right	Profile Grade
9219-11	Cascade Hwy. South Mainline	28' Right	Subgrade
9219-12	Washington Street ("W" Line)	Centerline	Profile Grade
9219-13	Washington Street ("W" Line)	Centerline	Subgrade
9219-14	Redland Road ("R" Line)	Centerline	Profile Grade
9219-15	Redland Road ("R" Line)	Centerline	Subgrade
9219-16	Holcomb Blvd. ("H" Line)	Centerline	Profile Grade
9219-17	Holcomb Blvd. ("H" Line)	Centerline	Subgrade

Attachment

cc: Jim Grassman

Contains Recycled Materials

1983 Yaquina Bay Br. on Oregon Coast Hwy @ Newport. (Maintenance painting) 9718

9718

GREEN ELECTRIC
236 SW 11th
NEWPORT, OREGON 97365
Phone 265-2671

Phone 265-2671

DATE 7-1-87

9718
NOTED
FRAN NEAVOLL

Bob Gormsen
State Hwy Bldg Rm. 121
Ore Dept of Trans
Salem, Oregon 97310

TERMS **"All accounts 30 days past due will be charged 1% per month (12% per Annum)"** 1½ 18

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

$

DATE	INVOICE NUMBER / DESCRIPTION	CHARGES	CREDITS	BALANCE
	BALANCE FORWARD ⇨			526 22
B 1-87	Interest	6 45		532 67
B 2-5-87	Interest	6 45		539 12
B 3-3-87	Interest	6 45		545 57
B 4-2-87	Interest	6 45		552 02
B 5-5-87	Interest	6 45		558 47
B 6-3-87	Interest	6 45		564 92
B 7-1-87	Interest	6 45		571 37

RECEIVED
JUL 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GREEN ELECTRIC

Thank You

PAY LAST AMOUNT IN THIS COLUMN

9718

John R. McCulloch, Jr.
Chief Trial Counsel

February 17, 1987

William F. Cloran
Assistant Attorney General

Allied Fideltiy v. State (Yaquina Bay Bridge)
Billing No. 734-990-0087

CLOSING REPORT

1. Synopsis of claim. This claim involved a paving contract on the Yaquina Bay Bridge undertaken by Beaver State. Beaver State defaulted on the contract and abandoned the work. The surety, Allied Fidelity, took over and hired Lundeen Painting and gave notice of its intent to file a claim upon Lundeen's completion of the work. The claim was filed and denied and a lawsuit was anticipated. It has now been six months since the last activity on this file. The job has been completed, the claim processed and denied, and no lawsuit filed. The file should therefore be closed pending further activity.

WFC/jep

AGENDA

PRE-BID CONFERENCE

Yaquina Bay Bridge
Maintenance Painting

A. Sign-in and Introductions.

B. Meeting will address three topic areas:

   1. Project's Special Provisions and Standard Specifications.
   2. Maintenance of traffic through the work area.
   3. Cleaning and painting.

C. Visit to the bridge for test blasting and review will take place following the meeting. Transportation will be furnished.

Topic No. 1
"General Information"

1. The blue Special Provisions booklet supplements the red Standard Specifications (1974 Edition) book.
2. This is a state project. Minimum prevailing wage rate for the various crafts are shown in the Supplemental Standard Specifications. Flaggers are classed as Group 5 Laborers.
3. Submission of "Public Works Contractor Wage Certifications", form WH-38 (Rev. 10/82) and "Notice of Award of Public Works Contract", form WH-81 (Rev. 10/82) are requirements for this project.
4. There is a 0% DBE & WBE contract goal requirement on this project, but the MBE Policy Statement is a part of the contract and must be included in any and all subcontracts for the project.
5. " Completion Time Limit" - Sixty-six workdays remain on this project. Definition of workdays is given in Sub-section 108.08, page 70 of the Standard Specifications and also on pages 13 and 14 of the

of the Special Provisions.

6. Preconstruction Conference (page 13) - Meeting to be held prior to starting work. See Sub-section 108.04 of the Special and Standard specifications.

Topic No. 2

" Maintenance of Traffic "

1. Refer to the requirements of Sub-section 104.05 of the Special Provisions (pages 4 & 5):

   a. One lane traffic will be permitted while work is in progress, subject to the restrictions given. The travel lane open to traffic shall be a minimum of 14 feet clear and unobstructed width. The roadway is 27 feet wide, so some method must be devised to clean and paint the center portion of the overhead arch.

Delete Subsection (b) through (b-4) of section 104 and substitute the following:

   b. No lane closures or restrictionns of the travel lanes or shoulders will be allowed during periods of time as follows:

      (b-1) After 11:00 AM or 12:00 noon on Friday until 10:00 PM Sunday for the life of the contract.

      (b-2) After 11:00 AM or 12:00 noon on any day preceding a holiday.

      (b-3) During the entire 24-hour period of a holiday.

      (b-4) Any period of time when, in the opinion of the engineer, heavy traffic conditions or other circumstances prevail where such closure would endanger traffic.

      (b-5) From 11:00 AM or 12:00 noon, depending on traffic volume , at the descretion of the engineer, until 6:00 PM of every weekday (Monday through Thursday -

excluding holidays) from June 29th to October 1st of each year during the life of the contract.

c. Contractor shall submit his method of protecting traffic to the engineer for appoval prior to commencing any work. (If possible, submit at the preconstruction conference.)

d. The contractor shall have a person on the job during work hours and on call at all other times. This person shall be responsible to maintain all directional and warning devices.

2. Lundeen Coatings, Corp., please be aware of the various agencies listed on Page 6 of the Special Provisions that could have laws that should be observed during the painting operations (Section 107).

3. Refer to Section 111 (both Special Provisions and Standard Specifications):

Sub-Section 111.03 - Flaggers shall be properly attired and be equipped with two-way radios. Refer to Standard Specifications and Special Provisions for measurement and payment.

a. Signs - Signs delivered to the project shall be either new or in like new condition. No double-faced signs will be permitted. (See Page 25 of the Special Provisions for type and size.)

b. Conical traffic cones will not be permitted.

c. Amber flashers that are to remain at one location for 30 days or more shall be 110-120 volt. This I highly recommend for particular areas. Also, be aware that as of January 1, 1984, minimum diameter of the amber flasher lenses shall be 8 inches.

d. Sign Installation - All Signs shall be post mounted. All except "Bridge Painting" and "End of Construction" signs shall be covered during all periods when work is not in progress. (See subsection 111.91 of the Special Provisions for payment of signs, barricades, and all other protective and warning devices except flaggers.)

Topic No. 3

"Cleaning & Painting"

1. Will discuss D.E.Q. requirements at the end of the presentation.
2. Definitions of areas to be cleaned and painted are on Pages 29, 30, and 31 of the Special Provisions. Basically, all work to be done is from the top of the sidewalks to the top of the truss arch all in Span 2.
3. Page 29: The existing paint system is numerous coats of red lead and zinc chromate primer alternating with green alkyd finish coats. Extensive areas of rust, heavy rust scale, loose and tight mill scale may be encountered.
4. Page 29: The cover plates on boxed-in portal bracing shall be removed by the contractor to provide access for cleaning and painting the interior surface.
    - a. The plates shall be replaced by the contractor after interior surfaces are painted and before the exterior, cleaning, and painting surfaces are started surrounding them.
    - b. Bolts securing the portal cover plates that are broken during removal shall be drilled out and replaced with the next larger standard size bolt. Holes drilled in bolt removed shall be tapped to receive new bolts.
    - c. Cost of removal and replacement of cover plates (except for replacement of broken bolts) shall be included in the lump sum payment for the item "Clean and Paint Yaquina Bay Bridge."
    - d. Work involved in drilling and broken bolts, threading bolt holes, and furnishing new bolts shall be by Extra Work in accordance with Sub-Section 104.04 of the Standard Specifications.
5. Description of acceptable cleaning of steel surfaces is on Pages 30 and 31. Steel shall be blast cleaned to the Structures Painting Council Specification SSPC-SP10-63, "Near White Blast Cleaning (Second Edition). The cleaned surfaces appearance shall conform to Pictorial Standard SA 2 - ½ of ASTM D 2200 (SSPC VIS 1 - 67T).

a. An on-site inspection and demonstration blast will be held after this meeting.

6. Page 31: Please note that the vinyl primer is highly susceptable to contamination by minute quantities of oil, causing bond failure. Special attention must be made to eliminate oil from air supply lines that can contaminate the blasting material which leads to an oil film on the steel.

7. Special attention and care should be taken towards protection of all concrete surfaces, AC surfaces and metal ladder and rail surfaces from the blasting and painting operations. All damages will be corrected by the contractor at his expense.

8. Painting: Coating System for exterior steel surfaces and the interior surfaces of the boxed-in portal bracing shall be vinyl type organic zinc primer with high-build vinyl finish coating.

a. The coating system for all interior surfaces of the boxed-in arch chords, including spot cleaned areas, will be referred to as "Alkyd System" comprising of a zinc chromate primer with an alkyd finish coating.

b. See Pages 32 & 33 of the Special Provisions for details of the two coating systems and the minimum film thickness.

c. Paint Film Thickness - The thickness of all paint coats shall conform to the requirements stated on Pages 32 and 33 of the Special Provisions. Measurements will normally be made with a magnetic Dry Film Gauge.

d. Manufactoring and Sampling (Page 45) - An unopened one-quart container of each type of paint, sampled at the factory at the time the paint containers were sealed, shall be furnished. The sample must be tested and approved before paint can be applied. Check samples of paint being used will also be taken and tested for compliance.

e. Special Stenciling (Page 37) - Stencils using block letters two inches high shall be used in two locations per span to identify the date (month and year) of the type of paint used.

f. Paint Quality Warranty and Supplemental Performance Bond (Page 37) - A paint quality warranty is a requirement for this project and to be submitted only by the successful bidder with the contract.

g. Sealing (Page 34) - All crevices not filled and sealed with paint shall be filled with an approved sealer. An application of paint shall be made over the sealer after the sealer has adequately set.

h. Inspection (Page 35) - Each phase of cleaning and painting must be inspected and approved by the engineer before a succeeding phase is commenced. Note the test requirements for primer adhesion on Page 36.

i. Housekeeping - (1) The contractor will be required to meet Environmental Quality Control for debris that falls in the bay from his cleaning and painting operations. Call Mark Whitson, Department of Environmental Quality, 378-8240, for information needed in preparing your proposal for debris control.

2. NOTE! All sand from the blasting operation remaining on the sidewalks and roadway will be cleaned up and loaded onto a truck, then hauled to an appropriate dump site daily.

CE/bah

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the File

DATE: May 20, 1985

FROM: C. W. Elroy
C. W. Elroy
Project Manager

RECEIVED
NOV 29 1985
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON
NOTED
C. W. ELROY

RECEIVED
NOV 21 1985
Case & Dusterhoff

SUBJECT: Pre-Painting Conference
Yaquina Bay Bridge-Maintenance Painting
Prefix: 21-4201
Contract: 9718
Contractor: Allied Fidelity Ins.
Subcontractor: Lundeen Coatings Corp.

The meeting was called to order at 3:28 PM, May 20, 1985 at the OSHD Newport office. Those in attendance representing Lundeen Coatings Corp & (Allied Fidelity Ins. Co.) were Earl Dietrich and Jack Heath; those representing OSHD were Chuck Elroy, Bill Bangert, Larry Vallad, Dave Harmon, George Baker, Don Brumbaugh and Ann Sanders.

Mr. Dietrich stated that they planned to send trucks with equipment from L.A. on Wednesday, May 22, and would probably start work on Tuesday, May 28, 1985.

Chuck asked if it was acceptable to deal directly with Lundeen Coatings, with copies of correspondence going to Allied Fidelity. This was agreeable to all parties present.

The contractor questioned if the new safety equipment installed by the State would create any extra expense to him over and above the old contract. Bill Bangert responded that he felt no additional expense would be incurred due to the safety equipment.

Earl said he understood that there are 66 "workdays" remaining in which to complete the contract and asked if a 30 day extension in time had been granted (over the 66 days). No time extensions have been granted to date; 66 workdays remain.

Chuck pointed out that the "prevailing wage" would be the same as that for the original contract.

The 1974 edition of the Standard Specifications for Highway Construction will be in effect for this contract.

Earl asked if some of the painting has been done. Bill - yes, but it is not acceptable and must be redone. No flagging will be paid while "redo" work is being preformed if other productive contract work is being done while the redo work is done an agreement to a "prorated" pay for flagging may be agreed to between the state and the contractor.

Earl asked what "redo" work there is to be done. Bill said it would be better to judge that while at the job site. (Met at the bridge following this meeting).

Chuck requested that all correspondence be directed through his office. Reminded the contractor that he must submit copies of his payrolls.

Chuck explained the conditions (time restrictions for one lane closure) of P.A. #1. Earl questioned what time it became daylight. George pointed out that lights would be needed during twilight hours.

Chuck advised the contractor that he (the contractor) would be responsible for notifying any concerned agencies (such as DEQ, etc.) and complying with their regutations. It was pointed out that there is usually a wind blowing at the job site and therefore dust is not anticipated as a problem. However, should it become a problem, it is the contractors responsibility and he should be prepared to deal with it. The contractor also should have a plan for sweeping the deck and disposing of the accumulation.

Signs-former contractor took all the signs. Contractor must furnish signs. State signs need to have electrical power to them.

Five hundred and fifty gallons of vinyl paint were recovered from Beaver Painting. This cannot be used as a top coat. Earl asked if this paint would require more agitation and Bill replied that it would. The final top coat has to be the same over the whole bridge.

Earl stated that he planned on getting his paint from Rodda Paint Co. and asked if using two separate brands was acceptable. Bill stressed that the top coat must all be the same paint, but providing Rodda Paint Co. will furnish the state with a letter assuring that the two paints are compatible, the Glidden paint and Rodda paint could both be used on the undercoat. Earl asked if the paint could go on in two coats - no, against specs.

Bill remarked that some people are having trouble getting the required (total) milage with the vinyl paint. He suggested that the contractor might want to consider using the heaviest (allowable) primer coat to help obtain the total milage specification. He stressed that this was only a suggestion and that the decision is entirely up to Lundeen Coatings.

It was pointed out that the contractor may have to hose down some areas.

Bill asked if maintenance people working on the bridge (filling areas with rubberized asphalt) will be a hindrance to the contractor. Jack replied that this would create no problem. This work will take place around June 1.

Chuck asked for a schedule of operations.

Bill asked where the contractor would like to have his equipment and said that the maintenance crews working on the structure would "work around" the contractor and attempt to stay out of his way.

Chuck pointed out that any required samples of paint should be sent to the lab before any paint is delivered to the project. It was noted that Rodda paint is prequalified.

There is no humidity requirement for sand blasting on this contract. However, it was pointed out that if the contractor sand blasts (his choice) and "looses it", it is at his own costs.

The meeting was adjourned at 4:15 PM.

cc: Ken Husby
Allied Fidelity Ins.
Earl Dietrich
Jack Heath
W. L. Bangert
Dave Harmon
Chuck Elroy
Larry Vallad
George Baker
Don Brumbaugh

Please note: If there are any omissions, additions, or corrections to these minutes please contact Chuck Elroy's office, P.O. Box 37, Newport, Oregon, 97365 (265-4612).

AIS/ais

CASE & DUSTERHOFF
ATTORNEYS AT LAW
1401 PACIFIC FIRST FEDERAL CENTER
851 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 295-2802

JAMES D. CASE*
R. BRUCE DUSTERHOFF
G. ROBERT WARRINGTON
MARTIN H. MOORE

*MEMBER OREGON STATE BAR
AND
WASHINGTON STATE BAR

November 27, 1985

Mr. Charles W. Elroy
Project Manager
State Highway Department
P. O. Box 37
Newport, OR 97365

RE: Contract No. 9718
Yaquina Bay Bridge, Newport, Oregon
Request for Final Inspection

Dear Mr. Elroy:

Pursuant to prior correspondence and telephone conversations, it is our understanding that the painting of the Yaquina Bay Bridge is complete and that the only matter remaining, except for a claim for additional monies, is the final inspection and approval.

On behalf of Allied Fidelity Insurance Company and our contractor, Lundeen Coatings Corporation, we would appreciate your completing a final inspection at your earliest possible convenience. Please notify this office of the completion date for the final inspection and please notify this office as to when final payment under the original contract amount may be expected. Thank you for your courtesy and cooperation in this matter.

Very truly yours,

CASE & DUSTERHOFF

James D. Case

JDC:cad

cc: Lundeen Coatings Corporation

RECEIVED
NOV 29 1985
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

CHANGED SAND TO 20-50

CASE & DUSTERHOFF
ATTORNEYS AT LAW
1401 PACIFIC FIRST FEDERAL CENTER
851 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 295-2802

JAMES D. CASE*
R. BRUCE DUSTERHOFF
G. ROBERT WARRINGTON
MARTIN H. MOORE

*MEMBER OREGON STATE BAR
AND
WASHINGTON STATE BAR

November 27, 1985

Mr. Charles W. Elroy
Project Manager
State Highway Department
P. O. Box 37
Newport, OR 97365

RE: Contract No. 9718
Yaquina Bay Bridge, Newport, Oregon
Claim for Additional Monies

Dear Mr. Elroy:

Enclosed herein please find the original of a November 14, 1985 letter addressed to the State Highway Division from the subcontractor of Allied Fidelity Insurance Company, Lundeen Coatings Corporation. The letter sets forth in detail the claim of Lundeen and thus the claim of Allied Fidelity Insurance Company for additional monies on the project. As you are aware, these items were discussed in some detail at prior meetings between personnel from Lundeen and your office. In addition to the enclosed letter from Lundeen, we are enclosing copies of your May 20, 1985 interoffice memo and your August 8, 1985 interoffice memo, each of which deals with the subject of the anticipated request for additional compensation.

It would be appreciated if you would review the enclosed documents and advise this office by return mail of the anticipated procedure with respect to our request for these additional funds. If you have any questions regarding this matter, please do not hesitate to contact me or Mr. Earl Dietrich at Lundeen directly. Thank you for your courtesy and cooperation.

Very truly yours,

CASE & DUSTERHOFF

James D. Case

JDC:cad
Enclosures

cc: Mr. Earl Dietrich

RECEIVED
NOV 29 1985
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

RECEIVED
1985
CONSTRUCTION SECTION
LS...... TC......
SA...... CC......
FE......
FQC......
QCS......
FILE......
CA......
CAM......
EEO......

LUNDEEN

July 12, 1985 - Aug 12, 1985 from Allied

November 14, 1985

work day contract

RECEIVED
NOV 18 1985
Case & Dusterhoff

RECEIVED
NOV 29 1985
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

Collecting paint chips .70 mils to .80 mils min. .40 mils thick.

purchases and paint samples

Oregon State Highway Division
P. O. Box 37
Newport, Oregon 97365

Attention: Chuck Elroy
Project Manager

Reference: Contract No. 9718
Yaquina Bay Bridge
Newport, Oregon

Subject: Claim for Additional Monies

Gentlemen:

We are requesting additional monies for performing work over and above that which was pointed out at the prebid sandblast demonstration. We submitted an intent to file claim on 7/12/85 and reiteration of this intent was given in the meetings of May 20 and August 8, 1985 (enclosed minutes of meetings).

Earl Dietrich was there - What is under the paint and condition of the paint

area of bridge not representative.

At the prebid sandblast demonstration for the Yaquina Bay Bridge two tests were made at chest height: one at the northwest cord and one on an adjacent west column. We observed the sandblast production for these areas to be one sq. ft. per 10 to 15 seconds or 300 sq. ft. per hour.

Jack didn't tell State Inspector

In preparing our estimate we took into consideration the following items:

1.) Wind velocity
2.) Loss of pressure and volume caused by the necessity of positioning the blast pots so far from the blast nozzles.
3.) Requirement to reblast some minor areas due to sudden adverse weather conditions.
4.) Excessive effort required to remove heavy paint deposits where they occurred.

blasted more than req.

Based on the foregoing items we reduced the observed production of 300 sq. ft./hr. to 136 sq. ft./hr. By the end of the project our cost records demonstrate that we were only able to achieve 44 sq. ft./hr, which is only approximately 1/3 of the production demonstrated at the aforementioned jobwalk. The reason for this demonstrable reduction in production is due entirely to the fact that the samples taken at the jobwalk were not representative of the

samples being taken.

Lundeen Coatings Corporation
10251 Calabash Avenue • PO Box 427 • Fontana, California 92335 • Telephone 714-350-2631 • Telex [illegible]
License No. 203530

majority of the substrate encountered when blasting.

A typical crew was estimated as follows:

4 Sandblasters
2 Ground men
1 Pot tender
1 Non-working foreman

Based on the foregoing our original estimate was as follows:

63,317 sq. ft. @ 136 sq. ft. = 466 blast hours; therefore,

466 blast hours
233 ground support
117 pot tender
117 non-working foreman

Actual conditions encountered resulted in the following:

63,317 sq. ft. @ 44 sq. ft. = 1,439 hours

1,439 blast hours
720 ground support
360 pot tender
360 non-working foreman

Hours required per craft in excess of those in estimate:

973 hours blaster
487 hours ground man
243 hours pot tender
243 hours non-working foreman

The foregoing establishes the fact that (ignoring overtime) this condition required 30 working days more than was in the original estimate.

Equipment costs are as follows:

1 - 25 ton canned sand unit	1,296.00
3 - 750 CFM compressors	11,790.00
8 - skyclimbers	2,384.00
4 - spiders	1,295.00
	$16,765.00/month

$16,765.00/mo. divided by 22 crew days/mo. = $762.00/day

Material

Based on the demonstration described herein before we conservatively estimated our sand consumption at 5 lbs. per sq. ft.

63,317 sq. ft. divided by 2000 x 5 = 158 tons

Actual amount of sand required to accomplish blasting was 476 tons - 476 tons less 158 tons estimated = 318 tons.

Total extra costs incurred by Lundeen to overcome this problem are as follows:

Labor			
Sandblaster	973 hrs @ $45.77	44,534.00	
Ground man	487 hrs. @ $32.21	15,686.00	
Equip. support	243 hrs. @ $29.27	7,113.00	
Non-working foreman	243 hrs. @ $63.26	15,372.00	
		82,705.00	
Overhead @ 18%		14,887.00	
		$97,592.00	
Profit @ 10%		9,759.00	
	TOTAL LABOR		$107,351.00
Equipment			
30 crew days @ $762/day			22,860.00
Material			
318 tons sand @ $54.57		17,553.00	
Handling 10%		1,755.00	
		19,308.00	
Profit 10%		1,931.00	
	TOTAL MATERIAL		21,239.00
	TOTAL CLAIM		$151,450.00

For your edification, we submit a breakdown of how we arrived at our wage rates.

	Non-working foreman	Sandblaster	Ground Support	Pot Tender
Base	28.87	19.79	14.46	12.49
Vac.	1.20	1.20	.50	1.00
Dues	.35	.35	.41	.35
	30.43	21.34	15.37	13.84
6%	1.83	1.28	.92	.83
T & I(86.32%)	26.26	18.41	13.26	11.94
Fringes	4.74	4.74	2.66	2.66
	63.26	45.77	32.21	29.27

The foregoing sets forth the extra costs we incurred on this project due to no fault of ours.

The above figures are as near to and as fair as we can ascertain. As we stressed in our meetings (per enclosed letters) we look forward to a timely discussion on settlement of these claims with you.

Very truly yours,

LUNDEEN COATINGS CORPORATION

Earl S. Dietrich
Earl S. Dietrich

Encl.

May 20th to July 2nd →
- what work - Lower North 1st done by Lundeen.
- July mtg thickness of paint came up.
- July 1st nov. -

daily record
KHR - KEPT

November 5, 1986

CON 5 - #9718

Allied Fidelity Insurance Co.
8945 N. Meridian
Indianapolis, IN 46260

Contract No. 9718 awarded to Lundeen Coatings Corporation for maintenance painting on the Yaquina Bay Bridge Section of the Oregon Coast Highway in Lincoln County was completed on September 19, 1986, and accepted by the State Highway Division on October 24, 1986.

The total contract amount is $486,003.64.

You have been previously notified of claims filed against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Lundeen Coatings Corporation
P.O. Box 427
Fontana, CA 92335

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

971

OREGON DEPARTMENT OF TRANSPORTATION

WEE Y REPORT FOR CONSTRUCTION P ECTS

HIGHWAY DIVISION

PROJECT NAME (SECTION) Yaquina Bay Bridge		WEEK ENDING September 25, 1986
		CONTRACT NO 9718
HIGHWAY Oregon Coast	COUNTY Lincoln	F.A. PROJECT NO State
CONTRACTOR Lundeen Coatings	KIND OF WORK Maintenance Painting	DATE OF AWARD Sept. 26, 1986
PROJECT AUTHORIZATION CURRENT AUTHORIZATION $ 737,292.30 ESTIMATED PROJECT COST $ 737,292.30 ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 0.0 %	**ENGINEERING** AUTHORIZATION $ 186,625.00 COST THIS WEEK $ 38.78 TOTAL TO DATE $ 189,130.81 PERCENT OF AUTHORIZATION 101 %	FIRST NOTIFICATION DATE Nov 8, 1983 ESTIMATED DATE OF COMPLETION, OR October 8, 1985 SECOND NOTIFICATION DATE AND October 8, 1985

XXXX

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
0	/ /	0	0	0	
0	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 1 WORKERS: 6

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	Painting
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	0	100

ACTIVITIES THIS WEEK:

Contractor Lundeen Coatings Corporation completed the warranty paint correction work on 9/19/86. They ~~structure~~ used 70 gallons of primer and 65 gallons of finish paint.

This will be the last weekly report!

PROJECT VISITORS:

None.

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

F

PROJECT MANAGER (SIGN)

James W. McNamee

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

August 25, 1986

James D. Case, Esquire
1401 Pacific First Federal Center
851 S.W. 6th Avenue
Portland, OR 97204

CON 4-6

Yaquina Bay Bridge Maintenance Painting
Oregon Coast Highway
Lincoln County
Contract No. 9718

This is in response to your request for additional compensation as submitted with your November 27, 1985 letter to Charles W. Elroy, and presented to the Contract Claims Review Board on August 6, 1986.

The information presented was analyzed by the Claims Review Board, and I am denying your claim on the following bases:

1. There is no contract between the State and Lundeen Coatings Corporation. The State's contract is with Allied Fidelity Insurance Company, who took over the contract from the original contractor, Beaver Enterprises, Inc. The State had no knowledge or control of the information provided to Lundeen prior to their submitting a bid to you for the work.

2. Lundeen elected to not inspect the bridge in 1985 before submitting his bid to you. The State cannot be responsible for methods used by contractors or subcontractors to arrive at their bids, nor can it be responsible for errors that might arise from those methods.

I very much appreciate the diligence and perseverence displayed by you and Lundeen in pursuing this difficult project to a satisfactory conclusion. You have provided the people of Oregon with a good project that will prolong the life of this important major structure. Your diligence, skill and perseverence are noteworthy but, in light of the information presented, I cannot award the additional compensation you requested.

Larry Rulien
State Highway Engineer

cc C. O. Fredrickson
G. A. Potter
R. E. Royer
J. B. Boyd
T. W. Litchfield
J. L. Sollis
K. E. Husby
J. W. McNamee

TWL:ja

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - PLANNING

CON 4-6

TO: Larry Rulien
State Highway Engineer

DATE: August 20, 1986

FROM: Robt E Royer
Robert E. Royer, Chairman
Contract Claims Review Board

SUBJECT: Claims Review Board Meeting
August 6, 1986
Yaquina Bay Bridge Maintenance Painting
Lincoln County
Contract No. 9718 (1974 Standard Specifications)

NOTED
W. E. SCHWARTZ

O.K. - WES

any comments before I sign?
R

RECEIVED
HWY ENGR
AUG 21 '86
REFER TO
Pat
FOR
Info Invs R/D J/R

The claim of Lundeen Coatings Corporation of Fontana, California, who was the contractor who finished the above-captioned contract for Allied Fidelity Insurance Company (the bonding company for Beaver Enterprises, Inc.), was heard by the Claims Review Board on Wednesday, August 6, 1986 in Room 205 of the Transportation Building from 9:30 a.m. to 10:45 a.m. The following people were in attendance at the meeting:

Representing the Oregon State Highway Division: R. E. Royer, D. R. Adams, J. B. Boyd, T. W. Litchfield, O. B. Jackmond, K. E. Husby, W. L. Bangert, Doug Eakin, and George Baker.

Representing Lundeen Coatings Corporation: H. C. Dickinson, Manager; E. S. Dietrich, Estimator; James D. Case, Attorney, of Case and Dusterhoff in Portland.

This contract was originally awarded to Beaver Enterprises, Inc. on September 26, 1983. Beaver failed to complete the work and disappeared from the job in October of 1984. Allied Fidelity Insurance Company, the surety for Beaver Enterprises, then took over the contract and hired Lundeen Coatings Corporation to complete the project. Lundeen began work late in May 1985 and finished in October 1985.

The original contract included removal and replacement of deteriorated rivets, and this was accomplished by Beaver Enterprises and State Forces. Allied Fidelity Insurance Company assumed the original contract between the State and Beaver as altered by Price Agreements and Change Orders. At the time of the take-over, the sum of $183,879.37 remained in the contract proceeds. Bid Item No. 5. "Replace Rivets", had been completed and was not a part of the take-over contract dated May 16, 1985.

As part of the qualification to originally bid on this project, all bidders were required to attend a pre-bid meeting on September 8, 1983. As part of the pre-bid meeting, an on-site inspection was held during which two areas of the bridge surface were sandblasted by State Forces for the benefit of the bidders. One site was picked by the State, and an offer to the prospective bidders to look at other sites led to the second test site. This was done under the direction of Mr. W. L. Bangert, and

81-125-1367

the bidders were advised of the pounds of pressure, the size and type of abrasive, and other technical information about the sandblasting equipment used by the State in the demonstration. Bidders were advised that the State was removing the paint and not taking the steel down to specification conditions.

After Allied Fidelity took over the contract, they solicited bids from other contractors using the bid items as originally presented in the 1983 contract without Bid Items No. 4, "Flagmen", and 5, "Replace Rivets". What information Mr. Case provided the bidders for the take-over contract is unknown, but Mr. Case advised Mr. Litchfield that the bidders had all offered to do the work for virtually the sum of Bid Items No. 1, 2, 3, and 6 of the original contract submitted in September 1983. Abhe and Svoboda, Inc. withdrew their bid from consideration, so this left Mr. Case with bids from Lundeen Coatings and A-1 Sandblasting and Steam Cleaning Company, Inc. Since Lundeen's bid to Case was about $336,000 and A-1's bid was about $370,000, Case awarded the take-over contract to Lundeen.

Mr. Dietrich stated that when estimating the job originally, he had observed the sandblasting performed by the State (about 300 square feet per hour), but estimated Lundeen's production rate would be 136 square feet per hour, which took into account the weather conditions, equipment setup, and heavy paint deposits. This is the rate he used in preparing his bid. As it turned out, Lundeen's records indicate that they were able to achieve only about 44 square feet per hour, and he concluded that the State's demonstration was not representative of the situation encountered.

Although this take-over contract was executed in May of 1985, it came out in the discussion that Lundeen had no representative examine the bridge prior to their submitting this bid to Case in 1985, even though substantial work had been done on the bridge. After Lundeen began work in late May 1985, they became aware that the sandblasting production rate was not as fast as expected. They suspected something to be wrong with the sand, since it was not removing the paint as fast as they felt it should. Lundeen requested the sand supplier, Ron Hill, to visit the project site and advise what corrective measures might be taken. After reviewing the situation, Mr. Hill told Lundeen's representatives the following: 1. the nozzle pressure should be about 100 psi instead of about 60 psi; 2. the sand/air supply lines from the compressor should be 3 or 4 inches in diameter instead of 1-1/2 inches in diameter, considering the pipe length needed to have the compressor and sand pots located off the bridge away from traffic. Lundeen chose to not change the pipes, but attempted to obtain the higher pressure by reducing the nozzle size of the sandblast hoses. Mr. Baker stated that although reducing the nozzle size increased the pressure, Lundeen still chose to use the larger nozzles and lower pressure.

Mr. Jackmond pointed out that Lundeen moved on the project promptly in late May of 1985, pursued the work aggressively, and completed it in

October of 1985. The public received the benefit of a major structure being protected against the rigors of the environment of the Oregon Coast. Lundeen may have been inadequately informed by Case as to the factual conditions of the bridge prior to submitting their bid to Case, and on this basis, Lundeen may be entitled to some additional compensation.

Mr. Bangert advised the Board, when asked by telephone, that he estimated it would take at least three times as long to remove the mill scale than it did to remove just the paint down to the mill scale. This indicates that Mr. Dietrich overestimated their accomplishment when preparing the Lundeen bid in 1983. Lundeen also declined the opportunity of inspecting the work site before submitting a bid to Case for the take-over work.

After hearing the evidence submitted by Case, Lundeen, and the State the following conclusions can be drawn:

1. Lundeen did not examine the site before submitting his bid to Case in 1985.

2. Lundeen did not take adequate steps to improve the efficiency of his sandblasting, as recommended by his sand supplier.

3. Lundeen was informed at the pre-bid meeting that the State's demonstration was to remove the paint for the benefit of the bidders, but not to specification condition.

4. The bidders were to evaluate the situation following the pre-bid meeting and the sandblast demonstration.

In light of the evidence presented, it appears that Lundeen did not adequately inform himself of the condition of the bridge in 1985 before submitting his bid to Case, and did not make adjustments to his sandblasting procedure as recommended by his sand supplier. We conclude that he is not entitled to additional compensation as requested.

In the deliberations by the Board during the morning of August 7, 1986, Mr. Sollis pointed out at length that the State did not have a contract with Lundeen, but with Allied Fidelity, the bonding company. The State has no knowledge of the contractural arrangement between the bonding company and Lundeen and had no control over the information provided by Case to Lundeen prior to submitting their bid in 1985. Therefore, there does not appear to be any legal obligation of the State to Lundeen, and Lundeen's claim should more properly be made against Allied Fidelity. However, Allied Fidelity Insurance Company has gone out of business, so Lundeen is apparently seeking additional compensation from the only remaining source--the State.

The review of the evidence presented leads us to the conclusion that the contractor had control over the bid he submitted and the effiency of the sandblasting. He chose to make no inspection of the site before submitting his 1985 bid to Case, and he ignored the advice of his sand supplier. Therefore, the Board recommends no additional payment be made to Lundeen, even if there may be a legal avenue found which would allow the State to make such a payment.

TWL:ja

CL 1986-0187

9718

FILED
MAY 15 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 1[illegible] 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.: CCN 5 - #9718

April 23, 1986

A. M. Hatton, Inc.
P.O. Box 199
Lincoln City, OR 97367

We have received your letter dated April 1, 1986, with attachment, filing a claim against the following Highway Division contract:

FILED BY:	A. M. Hatton, Inc.
AMOUNT:	$2,624.88 with a service charge of $34.93 per month
AGAINST (Prime contractor):	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Maintenance painting Yaquina Bay Bridge, Lincoln County
SURETY:	Allied Fidelity Insurance Co.
AGENT:	Dennis V. Gilbert

We will advise the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing. We are unable to notify the contractor as his mail is returned.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Allied Fidelity Insurance Co.
c/o Northwest Bonding Company
Attn: Dennis Gilbert
P.O. Box 1448
Beaverton, OR 97005

Allied Fidelity Insurance Co.
P.O. Box 20112
Indianapolis, IN 46220

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

4-1-86

Dear Mr. Gormsen

Please be advised that A.M. Hatton Inc. is making an official claim on the bond offered by Allied Fidelity for Charles R. Willeson DBA Beaver Painting, for his Oregon Department of Transportation Contract to paint the Yaquina Bay Bridge in Newport, Oregon. The Contract # is 9718 The balance due our Company is $2624.88, with a service charge of $34.93 per month.

Please see attached information on breakdown of amount owed and a copy of our letter sent to Mr. James Case on June 6, 1985.

Please contact us at 994-9115 if you need further documents on our claim

Thank you for your help-

RECEIVED
APR 2 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely
C Hatton - Secretary

Chevron

A.M. Hatton, Inc.
P.O. Box 199
Lincoln City, OR. 97367

Plants & Terminals
(Astoria) (Lincoln City) (Toledo)
325-3122 994-9115 336-2512

June 6, 1985

Mr. James D. Case
851 SW 6th Avenue
Suite 1401
Portland, Oregon 97204

Dear Mr. Case:

Please accept this letter as our claim against the bond offered by Allied Fidelity for Charles R. Williams, dba Beaver Painting, for his Oregon Department of Transportation contract to paint the Yaquina Bay Bridge in Newport, Oregon.

Mr. Williams entered into a contract with A. M. Hatton, Inc. to supply their gasoline requirement for the above mentioned job. As indicated on the attached, the balance due is $2624.88. Proof of purchase is attached via our computerized card fueling system that Mr. Williams used during his stay in Newport.

Please contact us if we may be of further assistance in providing information relative to this claim.

Sincerely,

A M Hatton

A. M. Hatton

AMH/vc

Attachment

RECEIVED
APR 2 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Date of Purchase	Amount of Purchase	Payments	
Jan 1984	$ 135.09		
Feb 1984	280.75	$ 135,09	(2/21)
March 1984	270.31	280.75	(3/16)
April 1984	269.97	270.31	(4/19)
May 1984	399.82	269.97	(5/29)
June 1984	500.04	399.82	(6/21)
July 1984	1147.16	900.00	(7/30)
Aug 1984	1510.64	950.00	(8/28)
Sept 1984	811.95		
October 1984	209.18		
	$5534.91	$3205.94	
	Balance	$2328.97	

Service charge at 1 1/2% per month (18% annual) on the past due amount totals $295.91, making a grand total of $2624.88.

RECEIVED
APR 2 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1711

STATEMENT

GREEN ELECTRIC
236 SW 11th
NEWPORT, OREGON 97365
Phone 265-2671

Phone 265-2671

DATE 4-5-86

7[illegible]

Beaver Printing / Bob Gormsen
State Hwy Bldg Rm 121
Salem, Ore 97310

TERMS **"All accounts 30 days past due will be charged 1% per month (12% per Annum)"**

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

$ ______

DATE	INVOICE NUMBER / DESCRIPTION	CHARGES	CREDITS	BALANCE
	BALANCE FORWARD			486 17
4-5	Interest	6 45		474 62

Claim already filed
R
4-7-86

RECEIVED
APR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GREEN ELECTRIC

Thank You

PAY LAST AMOUNT IN THIS COLUMN

CL 1986-0080
9718

FILED
FEB 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 13, 1986

IN REPLY REFER TO
FILE NO. CON 5
#9718

Ivy Rents Equipment Inc.
195 Madison
Eugene, OR 97402

Attention: Jim Cavanaugh
Manager

We have received your letter dated January 14, 1986, with attached invoices, filing a claim against the following Highway Division contract:

FILED BY: Ivy Rents Equipment Inc.

AMOUNT: $885.64

FOR: Equipment Rental

AGAINST (Prime contractor): Lundeen Coatings

CONTRACT NO.: 9718

PROJECT: Maintenance Painting, Yaquina Bay Bridge
Oregon Coast Highway, Lincoln County

SURETY: Allied Fidelity Insurance Co.

AGENT: Dennis Gilbert

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: Lundeen Coatings Corp.
P.O. Box 427
Fontana, CA 92335

Allied Fidelity Insurance Co.
P.O. Box 7001
Indianapolis, Indiana 46207

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

REC
FEB 21 1986
COMMISSION
DEPARTMENT OF

[illegible]

EUGENE
195 Madison
484-2511

MEDFORD
2216 W. Main
773-7321

Ivy
HI-LIFT
EQUIPMENT
A SUBSIDIARY OF IVY RENTS EQUIPMENT INC.

PORTLAND
2310 N.E. Columbia Blvd.
287-9800

SALEM
P.O. Box 12244
2240 Simpson S.E.
399-9568

January 14, 1986

Commission Service
121 Transportation Bldg.
Salem, Or. 97310

Attn; Mr. Bob Gormsen

RE: Contract # 9718

Dear Mr. Gormsen:

We have supplied rental equipment to Lundeen Coatings of Fontana, California for the Yaquina Bay Bridge job in Newport, Oregon.

Their account is presently past due in the amount of $885.64 including finance charges as of Dec. 25, 1985. Enclosed find copies of statement and invoices.

Please make a claim in our behalf for the amount specified above.

Sincerely,

Jim Cavanaugh

Jim Cavanaugh, Manager
Eugene office

JC/jk
enc.

RECEIVED
JAN 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

“SPECIALISTS IN SCAFFOLDING, SHORING, & HIGH-REACH EQUIPMENT”

IVY RENTS EQUIPMENT, INC.

RENTAL RETURN INVOICE

PLEASE REMIT PAYMENT TO
IVY RENTS EQUIPMENT, INC.
P.O. BOX 2219
EUGENE, OR 97402
(503) 484-2511

INVOICE NO.	150718 PAGE 1
INVOICE DATE	10/08/85
RETURN SHT.NO.	55294
RETURN DATE	10/01/85
CUSTOMER NO.	LUN100
CUSTOMER PO	5392-2979
CUSTOMER JOB	NEWPORT
TERMS	NET 28 DAYS
SHIPPED VIA	TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
NEWPORT

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT
55294	9/26/85	1	MARKLIFT 30' BOOM-D/F-ROT B30L-M1271	9/26/85	10/01/85	490.000	0.0	490.00
55294			DELIVERY & REMOVAL	9/26/85				350.00
			FUEL SALE: 9 GALLONS	10/01/85				11.25

A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

RECEIVED
JAN 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE TOTAL	851.25
SALES TAX	0.00
TOTAL DUE	851.25
	34.39 FC 3 mos.
	885.64

IVY RENTS EQUIPMENT INC dba

IVY HI-LIFT

SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211-

EUGENE
484-2511
195 MADISON
97402-5089

SALEM
399-9568
2240 S.E. SIMPSON
97309-0224

MEDFORD
772-7323
WEST MAIN RENTALS
2216 W. MAIN
97501-2297

55294

RENTED TO: Lundeen Coating LUNIOO

DELIVERY INSTRUCTIONS: NEWport

DATE: 9-25-85
OFF. PHONE:
JOB PHONE:
JOB NO.:
ORDERED BY: JACK

SALESMAN: 100-101 P.O. NO: 5392-2979

THIS AGREEMENT TERMINATES:

RENTED FROM: ☐ PORTLAND • ☒ EUGENE • ☒ SALEM • ☐ MEDFORD • ☐ OTHER

REQUESTED: DELIVERY ☒ CUST. P/U ☐ DATE: ~~ASAP~~ 9/26 TIME: 7AM

ACTUAL: DELIVERY ☑ CUST. P/U ☐ DEL. BY ML DATE: 9-26-85 TIME: 7:00

REMOVAL REQUESTED: DATE: 10-1-85 TIME: 3:15

ACTUAL: REMOVAL ☑ CUST. RET. ☐ REM. BY ML DATE: 10-2-85 TIME: 11:30

MONTHLY RENTAL PERIOD IS FOUR 5-DAY WORK WEEKS OR 20 WORK DAYS (WORK DAY = 8 HOURS)

EQUIP. NO.	EQUIPMENT DESCRIPTION	HOUR METER START	HOUR METER FINISH	DAILY	WEEKLY	FOUR WEEKS	TIME BILLED	BILLING
B306 1271	30' Boom	1832.7	1853.6	125	490	1450	4 day	490

LESSEE IS RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF THE EQUIPMENT WHILE IT IS IN THE POSSESSION OF LESSEE OPERATION AND MAINTENANCE INSTRUCTIONS ARE POSTED ON ALL EQUIPMENT. PLEASE ADVISE IF YOU HAVE ANY QUESTIONS ABOUT PROPER OPERATING OR MAINTENANCE PROCEDURES.

DISCLAIMER

LESSOR MAKES NO WARRANTIES, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE.

LESSOR LEASES TO THE UNDERSIGNED LESSEE THE ABOVE DESCRIBED EQUIPMENT UPON THE TERMS AND CONDITIONS SET FORTH ON THIS PAGE AND ON THE BACK HEREOF. READ BOTH SIDES BEFORE SIGNING. LESSEE PROMISES TO PAY THE RENTAL PROVIDED FOR HEREIN AND TO RETURN THE ABOVE DESCRIBED EQUIPMENT NO LATER THAN THE DATE EQUIPMENT IS TO BE RETURNED AS SET FORTH ABOVE. LESSEE WARRANTS AND REPRESENTS THAT ALL DATA AND INFORMATION FURNISHED LESSOR, INCLUDING IDENTIFICATION PRESENTED LESSOR, HAVE BEEN FURNISHED BY LESSEE AS AN INDUCEMENT TO LESSOR TO LEASE THE EQUIPMENT, AND THAT ALL SUCH INFORMATION, DATA, NAMES AND ADDRESSES ARE TRUE AND CORRECT.

DAMAGE AND THEFT WAIVER: When a piece of equipment has been delivered to you, the Lessee, it is in your care, custody and control. Therefore, you are responsible for all theft and damage. You therefore are required to do one of the following:

1. Initial the Damage and Theft Waiver to indicate acceptance and agree to pay Lessor an additional amount equal to six percent (6%) of the total rental. In return therefor Lessor agrees to waive certain claims for loss or damage to rental item(s), as specified on reverse side of this contract. Lessee will keep equipment locked and guarded when not in use.

   ACCEPT DAMAGE & THEFT WAIVER ____________

2. Provide Lessor with proof of insurance from your agent showing sufficient comprehensive and liability coverage for the replacement value of the equipment prior to the completion of your rental period or the first month's rent, whichever occurs first. If Lessee fails to produce the required proof of insurance, Ivy Rents Equipment may charge Lessee for Damage and Theft Waiver coverage.

WARNING. LESSEE IS RESPONSIBLE FOR DAMAGE AND REPAIRS TO TIRES AND FOR DAMAGE TO BATTERIES DUE TO LACK OF SERVICE. ACCESSORIES ARE EXCLUDED FROM THEFT COVERAGE.

Carrying Charges of 2% per month will be charged on all balances twenty-eight (28) days after the date of this

____________ EQUIP. RETURNED

PURCHASE OPTION

Upon the condition that Lessee has promptly paid and performed all of Lessee's obligations under this agreement, Lessee shall have the option to purchase the equipment described in this agreement for the following purchase price:

$____________

Upon any exercise of this option, Lessee shall be entitled to a credit against the purchase price as follows:

1. If Lessee has paid rental under this agreement for more than three (3) months, then Lessee shall be entitled to credit against the purchase price in the amount of one-half (1/2) of the rental paid by Lessee during the first three (3) months of this agreement.

2. If Lessee has paid rental under this agreement for three (3) months or less, then Lessee shall be entitled to credit against the purchase price in an amount equal to one-half (1/2) of the rental paid by Lessee.

Lessee's option to purchase may be exercised by Lessee paying the remaining balance of the purchase price to Lessor, in cash or cash equivalent, at any time prior to the expiration of this agreement. THE EQUIPMENT SHALL BE SOLD "AS IS" AND "WITH ALL FAULTS." THE SALE SHALL BE MADE WITHOUT ANY WARRANTY, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE.

If no purchase price is specificed above, the Lessee shall have no option to purchase the equipment.

DELIVERY-MI:	175.00
___ HRS. X ___	
REMOVAL-MI:	175.00
___ HRS. X ___	
FUEL-GAL: 9	11.25
SALES TAX	
DAMAGE WAIVER	
TOTAL	

EUGENE
P.O. BOX 2219
Eugene, OR 97402
484-2511

SALEM
2240 S.E. Simpson
Salem, OR 97300
399-9568

IVY HI-LIFT
SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

PORTLAND
2310 N.E. Columbia Blvd.
Portland, OR 97211
287-9800

MEDFORD
2216 W. Main
Medford, OR 97501
773-7323

LUNDEEN COATINGS
P O BOX 427
FONTANA CA 92335

STATEMENT DATE	ACCOUNT NO.
12/25/85	LUN100
ITEMS AFTER THIS DATE WILL APPEAR ON YOUR NEXT STATEMENT.	PLEASE REFER TO THIS ACCOUNT NO. WHEN MAKING INQUIRIES.

PLEASE REMIT TO: IVY RENTS EQUIPMENT, INC.
P.O. BOX 2219, EUGENE, OR 97402

REFERENCE	DATE	CODE	DESCRIPTION	AMOUNT	BALANCE
588052	8/25/85	F	FINANCE CHARGE	112.59	112.59
150514✓	9/04/85	I	YOUR P.O./JOB #5041-2956	1,619.94	1,732.53
150526—	9/04/85	I	P.O./JOB #5041-2956	PD 12-30 1,950.00	3,682.53
11781—	9/05/85	I	ELLSWORTH STR BRIDGE JOB	—3,883.45	7,565.98
11789—	9/05/85	I	REPAIR OF COMPRESSOR	—410.00	7,975.98
150561✓	9/12/85	I	YOUR P.O./JOB #5041-2956	725.00	8,700.98
150569✓	9/12/85	I	P.O./JOB #5041-2956	1,450.00	10,150.98
150594✓	9/18/85	I	P.O./JOB #5041-2956	1,450.00	11,600.98
150607✓	9/20/85	I	P.O./JOB #5311-2956	196.00	11,796.98
11800—	9/23/85	I	SERVICE CALL ON B40RTD-M0207	—280.00	12,076.98
11804—	9/23/85	I	SERVICE CALL ON 30' BOOM	—1,682.40	13,759.38
150612✓	9/23/85	I	P.O./JOB #5041-2956	1,850.00	15,609.38
150614✓	9/23/85	I	P.O./JOB #5041-2956	1,950.00	17,559.38
529058	9/25/85	F	FINANCE CHARGE	94.95	17,654.33
11809—	9/25/85	I	RENTAL OF COMPRESSOR	—1,350.00	19,004.33
11823—	9/30/85	I	RENT FRONT LOADER-ELLSWORTH BR	—2,143.13	21,147.46
150675✓	10/03/85	I	YOUR P.O./JOB #5041-2956	124.71	21,272.17
150678✓	10/03/85	I	YOUR P.O./JOB #5041-2956	92.50	21,364.67
150695✓	10/07/85	I	P.O./JOB #5041-2956	1,450.00	22,814.67
150719✓	10/08/85	I	YOUR P.O./JOB #5392-2979	851.25	23,665.92
11843✓	10/14/85	I	RENTAL OF 175 COMPRESSOR	262.50	23,928.42
150786✓	10/16/85	I	P.O./JOB #5041-2956	1,450.00	25,378.42
9103	10/23/85	P	PARTIAL PYMNT ON INV 150514	558.06CR	24,820.36
520158	10/25/85	F	FINANCE CHARGE	368.93	25,189.29
11865✓	10/30/85	I	REPAIRS AND PARTS CHARGES	393.93	25,583.22
11866✓	10/30/85	I	PARTS SALES	945.24	26,528.46
11868✓	11/01/85	C	CR INV 150786-EQUIP RETURNED	580.00CR	25,948.46
150901✓	11/01/85	I	YOUR P.O./JOB #5041-2956	15.25	25,963.71
150902✓	11/01/85	I	YOUR P.O./JOB #5041-2956	13.62	25,977.33
521158	11/25/85	F	FINANCE CHARGE	492.19	26,469.52

RECEIVED

CODES:
I = INVOICE
C = CREDIT MEMO
D = DEBIT MEMO
P = PAYMENT
A = DISCOUNT ALLOWED
F = FINANCE CHARGE

A MONTHLY **FINANCE CHARGE** OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

PLEASE PAY →

Continued On Next Page

MEMBER SIA SCAFFOLD INDUSTRY ASSOCIATION

EUGENE
P.O. BOX 2219
Eugene, OR 97402
484-2511

SALEM
2240 S.E. Simpson
Salem, OR 97309
399-9588

IVY HI-LIFT
SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

PORTLAND
2310 N.E. Columbia Blvd.
Portland, OR 97211
287-9800

MEDFORD
2216 W. Main
Medford, OR 97501
773-7323

LUNDEEN COATINGS
P O BOX 427
FONTANA CA 92335

STATEMENT DATE	ACCOUNT NO.
12/25/85	LUN100

ITEMS AFTER THIS DATE WILL APPEAR ON YOUR NEXT STATEMENT.

PLEASE REFER TO THIS ACCOUNT NO. WHEN MAKING INQUIRIES.

IVY RENTS EQUIPMENT, INC.
PLEASE REMIT TO: P.O. BOX 2219, EUGENE, OR 97402

REFERENCE	DATE	CODE	DESCRIPTION	AMOUNT	BALANCE
22148	12/02/85	P	PAYMENT ON INVOICE 11781	3,883.45CR	22,586.07
22148	12/02/85	P	PAYMENT ON INVOICE 11789	410.00CR	22,176.07
22148	12/02/85	P	PAYMENT ON INVOICE 11800	280.00CR	21,896.07
22148	12/02/85	P	PAYMENT ON INVOICE 11804	1,682.40CR	20,213.67
22148	12/02/85	P	PAYMENT ON INVOICE 11809	1,350.00CR	18,863.67
22148	12/02/85	P	PAYMENT ON INVOICE 11812	270.60CR	18,593.07
22148	12/02/85	P	PAYMENT ON INVOICE 11823	2,143.13CR	16,449.94
11812	12/02/85	I	BULL HOSE RENT-ELLSWORTH BRDGE	— 270.60	16,720.54
522158	12/25/85	F	FINANCE CHARGE	329.00	17,049.54

PAST DUE

RECEIVED
JAN 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CODES:
I = INVOICE
C = CREDIT MEMO
D = DEBIT MEMO
P = PAYMENT
A = DISCOUNT ALLOWED
F = FINANCE CHARGE

A MONTHLY **FINANCE CHARGE** OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

PLEASE PAY → 15099.54 ~~17,049.54~~

Current	Past 30	Past 60	Past 90
329.00	1,830.23	4,019.89	10,840.42

AGC

MEMBER
SIA
SCAFFOLD INDUSTRY ASSOCIATION

9718

N

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Yaquina Bay Bridge

WEEK ENDING: Jan. 4, 1986

SECTION PREFIX: C09718

HIGHWAY: Oregon Coast

COUNTY: Lincoln

NAME OF JOB: Yaquina Bay Bridge

KIND OF WORK: Maintenance Painting

CONTRACTOR: Allied Fidelity Ins. Co.

CONTRACT NUMBER: 9718

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: September 26, 1983

DATE WORK STARTED: Nov. 8, 1983

ESTIMATED COMPLETION DATE: September 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 120

WORK DAYS USED: 100

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 83

PROJECT AUTHORIZATION: $ 737,292.30

EXCLUSIVE OF ENGINEERING: $ 550,667.30

ENGINEERING AUTHORIZATION: $ 186,625.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 550,667.30

This Week 1,123.32

ENGINEERING COST TO DATE: $ 184,136.98

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . ____%

PERCENT OF AUTHORIZATION . . . . 99 ____%

DATE PROJECT WAS COMPLETED: Oct. 8, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1820							
PERCENT	99							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	29	clear	0		
MONDAY	30	showers	0		
TUESDAY	31	cloudy	0		
WEDNESDAY	1	showers	0		
THURSDAY	2	rain	0		
FRIDAY	3	clear	0		
SATURDAY	4		0		

CONT. NO. 097[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

DATE: Jan. 4, 1986

SUNDAY	29	No activity
MONDAY	30	No activity
TUESDAY	31	No activity
WEDNESDAY	1	No activity
THURSDAY	2	No activity
FRIDAY	3	No activity
SATURDAY	4	No activity

REMARKS

STATUS: The material for the semi-final, which was addressed in a letter to this office from Region 2, has been submitted into Salem. This material included a Statement of Over & Underruns, Semi-Final Est. & 3rd Notification. January's estimate is being sent in as the semi-final estimate.

VISITORS: None

NEXT WEEK: THIS WILL BE THE LAST REPORT SUBMITTED ON THIS PROJECT.

SIGNED ____________ LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#9718

ANDERSON AND YAMADA, P.C.
ATTORNEYS AT LAW

JOHN A. ANDERSON
TERENCE J. YAMADA*
ANTHONIE H. WOLLER

*OREGON STATE AND IDAHO STATE BARS

SUITE 1020-THE 1515 BUILDING
1515 S.W. FIFTH AVENUE
PORTLAND, OREGON 97201-5448

TELEPHONE: (503) 227-4586

File No.: 3282-2
November 29, 1985

attached signed affidavit returned w/o trans. letter 12/10/85

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Bldg.
Salem, OR 97310

RE: State of Oregon ex rel LaGrand Industrial Supply Co. v. Beaver Enterprises, Inc., Allied Fidelity Insurance Co., Multnomah County Circuit Court Case No. A8507-04213

Dear Mr. Gormsen:

Enclosed is an original Affidavit for the above-referenced litigation, which you indicated to me on the telephone you would be willing to execute. Also enclosed is a copy of said Affidavit for your files.

As I explained to you on the phone, this Affidavit will be used in an arbitration hearing scheduled for December 17, 1985 if we are unable to settle this matte before that date. You will note that the Affidavit is very simple and essentially verifies that you received the Notices of Claim. It also verifies that the work in question has not yet been accepted by the State of Oregon.

Please sign the Affidavit before a Notary Public and then return the same to me in the enclosed, self-addressed, stamped envelope. Thank you for your cooperation in this matter.

Very truly yours,

ANDERSON AND YAMADA, P.C.

Anthonie H. Woller

Anthonie H. Woller

AHW:ls - DC29(1)
cc: Louis LaGrand

RECEIVED
DEC 2 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN THE CIRCUIT COURT FOR THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON, ex rel,
LAGRAND INDUSTRIAL SUPPLY CO.,
an Oregon corporation,

Plaintiff,

vs.

BEAVER INTERPRISES, INC.,
Oregon corporation, and
ALLIED FIDELITY INSURANCE COMPANY,
an Indiana Insurance Corporation,

Defendants.

No. A8507-04213

AFFIDAVIT OF ROBERT W. GORMSEN

STATE OF OREGON)
) ss.
County of Washington)

I, ROBERT W. GORMSEN, being duly sworn, depose and say:

1. I make this Affidavit at the request of the law firm of Anderson and Yamada, P.C., attorneys for the Plaintiff in the above-referenced litigation. The statements contained in this Affidavit are made on personal knowledge. I am competent to testify as to the matters contained herein.

2. I am employed in Commission Services of the Oregon Department of Transportation and have been continuously so employed during the year 1985.

3. I verify that Commission Services received that letter dated February 12, 1985 by Fred B. Miller, former attorney for Plaintiff, which is attached hereto as Exhibit "A", and by this reference incorporated herin. We at Commission Services treated that letter as a claim on the bond of Allied Fidelity Insurance

Company for contract no. 9718. In response to said letter, I prepared that letter dated March 5, 1985, wich is attached hereto as Exhibit "B", and by this reference incorporated herein.

4. On September 12, 1985, I reveived a phone call from Anthonie H. Woller, then newly appointed as attorney for the Plaintiff, regarding the acceptance by the State of Oregon and the Department of Transportation of Contract No. 9718 with the defendant Beaver Enterprises, Inc. As of that date, Beaver Enterprises, Inc. had not completed the work of Contract No. 9718 and that the work of Beaver Enterprises, Inc. on said Contract had never been accepted by the State of Oregon and the Department of Transportation. I so informed Mr. Woller.

5. Thereafter, Commission Services reveived that letter dated September 27, 1985 from Mr. Woller with its attached Notice of Claim, which are attached hereto as Exhibit "C", and by this reference incorporated herein. In response to said letter and

Notice, I prepared that letter dated October 21, 1985, which is attached hereto as Exhibit "D", and by this reference incorporated herein.

Robert Gormsen
Robert W. Gormsen

SUBSCRIBED AND SWORN to before me this 10th day of December, 1985.

Frances K. Neavoll
NOTARY PUBLIC FOR OREGON
My Commission Expires: 8-9-86

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 21, 1985

In Reply Refer To
File No.:
CON 5
#9718

Anderson and Yamada, P.C.
Attorneys at Law
Suite 1020-The 1515 Building
1515 S.W. Fifth Avenue
Portland, OR 97201-5448

Attention: Anthonie H. Woller

This will acknowledge your letter of September 27, 1985, with attached Notice of Claim from Lagrand Industrial Supply Co., concerning the following Highway Division contract:

FILED BY:	Lagrand Industrial Supply Co.
AMOUNT:	$4,204.83
FOR:	Sand sold and delivered
AGAINST (Prime contractor):	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Co.

We will advise the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing. We are unable to notify the contractor as he has moved with no forwarding address.

Please advise this office when your client's claim has been paid.

Robert Gormsen
Robert W. Gormsen
COMMISSION SERVICES

cc: Allied Fidelity Insurance Co.
P.O. Box 7001
Indianapolis, IN 46207

EXHIBIT D

731-0146 (5-85)

File No. 3282-2
September 27, 1985

Mr. Robert W. Gormsen
Commissions Services
Department of Transportation
Transportation Bldg.
Salem, OR 97310

RE: State of Oregon ex rel LaGrand Industrial Supply Co.
v. Beaver Enterprises, Inc., Allied Fidelity Insurance
Company, Multnomah County Circuit Court Case No. A8507-04213

Dear Mr. Gormsen:

You will recall during our recent telephone conversation that I told you that the Allied Fidelity Insurance Company has raised as an affirmative defense in the above-referenced matter the claims that the plaintiff failed to give the notice required by ORS Chapter 279.

Your files will show that on February 12, 1985 Mr. Fred F. Miller, then attorney for LaGrand Industrial Supply Co., wrote to your office requesting information in order to file the statutory notice for the claim in this matter against Beaver Enterprises, Inc. This resulted in the Notice which you filed on behalf of LaGrand Industrial Supply Company on March 5, 1985.

You told me on the phone that you followed your department's standard procedure in filing the Notice on behalf of the claimant. You also indicated to me that the work of Beaver Enterprises, Inc. on the Yaquina Bay Bridge has not yet been accepted by the state of Oregon.

I note that the statute allows a Notice to be filed any time within six months after the acceptence of the completed work by the state of Oregon. Therefore, enclosed please find a Notice which has been signed by Louis LaGrand, President of LaGrand Industrial Supply Company, for a claim against the bond taken from Allied Fidelity Insurance Company for and in behalf of Beaver Enterprises, Inc. for the Yaquina Bay Bridge contract.

I believe that Mr. Miller's letter and the Notice filed by you will satisify the notice requirements of ORS Chapter 279 but just to make sure that those requirements are satisified we are sending the enclosed Notice. It appears that the enclosure Notice is timely because the work has not yet been accepted.

Please file this Notice with the Secretary of State and with all other offices as are required.

In sending this Notice, I reserve on behalf of LaGrand Industrial Supply Co. the right to claim that the previous filing was adequate under the statute.

If you have any questions, please call.

Very truly yours,

ANDERSON AND YAMADA, P.C.

Anthonie H. Woller

AHW:LS - DC271
cc: Louis LaGrand

James Case
Case & Dusterhoff
1401 Pacific First Federal Center
851 SW Sixth Avenue
Portland, OR 97201

TO: Auditor, Department of Transportation
c/o Robert W. Gormsen
Commission Services
Transportation Building
Salem, OR 97310

NOTICE hereby is given that the undersigned LAGRAND INDUSTRIAL SUPPLY CO. has a claim for sand sold and delivered in the sum of $4,204.83 against the bond taken from Allied Fidelity Insurance Company for and on behalf of Beaver Enterprises, Inc. for Contract No. 9718 on the Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County, Oregon.

LAGRAND INDUSTRIAL SUPPLY CO.

By ______________________
Louis LaGrand, President

DC20(2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 5, 1985

Fred B. Miller
Attorney At Law
1020 Pacific Building
520 S.W. Yamhill Street
Portland, OR 97204

IN REPLY REFER TO FILE NO.: CON 5
#9718

Dear Mr. Miller:

This will acknowledge your letter of February 12, 1985 on behalf of your client, La Grand Industrial Supply Company, concerning the following Highway Division contract. We will file your letter as a claim.

FILED BY:	La Grand Industrial Supply Company
AMOUNT:	$4,204.83
FOR:	Sand sold and delivered
AGAINST (Prime contractor)	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Company
AGENT:	Dennis V. Gilbert

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

EXHIBIT B

[illegible]

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Beaver Enterprises, Inc.
Route 1, Box 122
McMinnville, OR 97128

Allied Fidelity Insurance Co.
P.O. Box 20112
Indianapolis, Indiana 46220

Allied Fidelity Insurance Co.
c/o Northwest Bonding Company
Attn: Dennis Gilbert
P.O. Box 1448
Beaverton, OR 97005

FRED B. MILLER
ATTORNEY AT LAW
1020 PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204

(503) 222-9467

February 12, 1985

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

My client LaGrand Industrial Supply Co. wishes to make claim against the Public Works Bond posted in connection with the Newport Bridge Project at Newport, Oregon. The total amount claimed is $4,204.83 on account of bulk sand sold and delivered to Bob Williams doing business as Beaver Painting. The address for Mr. Williams is Route 1, Box 122, McMinnville, Oregon 97128. The sand was sold and delivered to Mr. Williams for use in performance of his contract respecting the Newport Bridge. The total amount claimed includes the reasonable cost of the sand furnished plus pallets, bags, and freight. All credit due has been granted.

Please furnish me the contract number, surety company, prime contractor, and other information needed to prepare and submit the claim for my client under ORS 279.528. Alternatively, please prepare and submit the claim to all parties entitled, and send a copy to my attention.

Very truly yours,

FRED B. MILLER

FBM:ljf

cc: LaGrand Industrial Supply Co.

EXHIBIT A

9718 CL 1985-0185

N

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 22 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 21, 1985

Anderson and Yamada, P.C.
Attorneys at Law
Suite 1020-The 1515 Building
1515 S.W. Fifth Avenue
Portland, OR 97201-5448

CON 5
#9718

IN REPLY REFER TO
FILE NO.:

Attention: Anthonie H. Woller

This will acknowledge your letter of September 27, 1985, with attached Notice of Claim from Lagrand Industrial Supply Co., concerning the following Highway Division contract:

FILED BY: Lagrand Industrial Supply Co.

AMOUNT: $4,204.83

FOR: Sand sold and delivered

AGAINST (Prime contractor): Beaver Enterprises, Inc.

CONTRACT NO.: 9718

PROJECT: Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County

SURETY: Allied Fidelity Insurance Co.

NOTED ON CARD
11-19-85 BL

We will advise the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing. We are unable to notify the contractor as he has moved with no forwarding address.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Allied Fidelity Insurance Co.
P.O. Box 7001
Indianapolis, IN 46207

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ANDERSON AND YAMADA, P.C.
ATTORNEYS AT LAW

JOHN A. ANDERSON
TERENCE J. YAMADA*
ANTHONIE H. WOLLER

*OREGON STATE AND IDAHO STATE BARS

SUITE 1020-THE 1515 BUILDING
1515 S.W. FIFTH AVENUE
PORTLAND, OREGON 97201-5448

TELEPHONE: (503) 227-4586

File No. 3282-2
September 27, 1985

Mr. Robert W. Gormsen
Commissions Services
Department of Transportation
Transportation Bldg.
Salem, OR 97310

RE: State of Oregon ex rel LaGrand Industrial Supply Co. v. Beaver Enterprises, Inc., Allied Fidelity Insurance Company, Multnomah County Circuit Court Case No. A8507-04213

Dear Mr. Gormsen:

You will recall during our recent telephone conversation that I told you that the Allied Fidelity Insurance Company has raised as an affirmative defense in the above-referenced matter the claims that the plaintiff failed to give the notice required by ORS Chapter 279.

Your files will show that on February 12, 1985 Mr. Fred B. Miller, then attorney for LaGrand Industrial Supply Co., wrote to your office requesting information in order to file the statutory notice for the claim in this matter against Beaver Enterprises, Inc. This resulted in the Notice which you filed on behalf of LaGrand Industrial Supply Company on March 5, 1985.

You told me on the phone that you followed your department's standard procedure in filing the Notice on behalf of the claimant. You also indicated to me that the work of Beaver Enterprises, Inc. on the Yaquina Bay Bridge has not yet been accepted by the state of Oregon.

I note that the statute allows a Notice to be filed any time within six months after the acceptence of the completed work by the state of Oregon. Therefore, enclosed please find a Notice which has been signed by Louis LaGrand, President of LaGrand Industrial Supply Company, for a claim against the bond taken from Allied Fidelity Insurance Company for and in behalf of Beaver Enterprises, Inc. for the Yaquina Bay Bridge contract.

I believe that Mr. Miller's letter and the Notice filed by you will satisify the notice requirements of ORS Chapter 279 but just to make sure that those requirements are satisified we are sending the enclosed Notice. It appears that the enclosure Notice is timely because the work has not yet been accepted.

Please file this Notice with the Secretary of State and with all other offices as are required.

In sending this Notice, I reserve on behalf of LaGrand Industrial Supply Co. the right to claim that the previous filing was adequate under the statute.

If you have any questions, please call.

Very truly yours,

ANDERSON AND YAMADA, P.C.

Anthonie H. Woller

Anthonie H. Woller

AHW:LS - DC271
cc: Louis LaGrand

James Case
Case & Dusterhoff
1401 Pacific First Federal Center
851 SW Sixth Avenue
Portland, OR 97201

RECEIVED
SEP 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO: Auditor, Department of Transportation
c/o Robert W. Gormsen
Commission Services
Transportation Building
Salem, OR 97310

NOTICE hereby is given that the undersigned LAGRAND INDUSTRIAL SUPPLY CO. has a claim for sand sold and delivered in the sum of $4,204.83 against the bond taken from Allied Fidelity Insurance Company for and on behalf of Beaver Enterprises, Inc. for Contract No. 9718 on the Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County, Oregon.

LAGRAND INDUSTRIAL SUPPLY CO.

By Louis La Grand
Louis LaGrand, President

DC20(2)

RECEIVED
SEP 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9718

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

AGENDA
OCT 22 1985
1A 8 (a)

CON 5

DATE: October 10, 1985

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Yaquina Bay Bridge Section
Oregon Coast Highway, Lincoln County
Contract No. 9718

This State financed maintenance painting project is approximately 80 percent finished with completion anticipated in November, 1985. It now appears that the final cost will exceed the project authorization by $76,400 or 12 percent. The authorization was previously increased by action of the Commission at the meeting of July 31, 1984 based on a change negotiated to accommodate two-way traffic during the heavily traveled tourist season, and increased number of rivets requiring replacement.

The main reason for the current overrun is because of an increased amount of flagging which has been required to adequately protect the public as they travel through the work area. The cost of flagmen used during periods of one-way traffic is now expected to exceed the previous estimate by $57,000.

In order to allow cleaning and painting of interior steel surfaces of the portal units, it was necessary to remove portal plates for access to the areas and to replace the plates after completion of the work. As a result of the removal of these plates, it became necessary to remove and replace some 500 bolts which were not covered by the contract provisions. Performance of this extra work added approximately $7,000 to the cost of the project.

The original contractor on this project defaulted on his contract and it was necessary to have the work completed by another party. The original contractor, upon leaving the project site, failed to remove rigging from the bridge and it was necessary for State forces to remove this material before allowing work to proceed by the other

Form 734-3122

party. This extra work has added more than $6,500 to the cost of the project.

Construction engineering costs are anticipated to be increased in order to properly monitor, inspect and document the additional work.

A portion of the increased costs cited above and incurred heretofore are expected to be recovered from the original contractor on the project, his surety, or other responsible parties. The amount that may be recovered is not determinable at this time.

There are sufficient funds available in the category of work. There is no federal participation in this project.

I recommend that the authorization be increased by $76,400 to a new total of $737,292.30. This matter will be on the consent calendar for the October 22 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 10, 1985

FROM: L.D. Fredrickson
for O. B. Jackmond
Contract Administration Engineer

SUBJECT:
Request for Increase in Project Authorization
Yaquina Bay Bridge Section
Oregon Coast Highway, Lincoln County
Contract No. 9718

This State financed maintenance painting project is approximately 80 percent finished with completion anticipated in November, 1985. It now appears that the final cost will exceed the project authorization by $76,400 or 12 percent. The authorization was previously increased by action of the Commission at the meeting of July 31, 1984 based on a change negotiated to accommodate two-way traffic during the heavily traveled tourist season, and increased number of rivets requiring replacement.

The main reason for the current overrun is because of an increased amount of flagging which has been required to adequately protect the public as they travel through the work area. The cost of flagmen used during periods of one-way traffic is now expected to exceed the previous estimate by $57,000.

In order to allow cleaning and painting of interior steel surfaces of the portal units, it was necessary to remove portal plates for access to the areas and to replace the plates after completion of the work. As a result of the removal of these plates, it became necessary to remove and replace some 500 bolts which were not covered by the contract provisions. Performance of this extra work added approximately $7,000 to the cost of the project.

The original contractor on this project defaulted on his contract and it was necessary to have the work completed by another party. The original contractor, upon leaving the project site, failed to remove rigging from the bridge and it was necessary for State forces to remove this material before allowing work to proceed by the other party. This extra work has added more than $6,500 to the cost of the project.

Construction engineering costs are anticipated to be increased in order to properly monitor, inspect and document the additional work.

A portion of the increased costs cited above and incurred heretofore are expected to be recovered from the original contractor on the project, his surety, or other responsible parties. The amount that may be recovered is not determinable at this time.

There are sufficient funds available in the category of work. There is no federal participation in this project.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $76,400. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn
C. W. Elroy
B. M. Walton
D. L. Trout

9718CL 1985-0164

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 30 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 24, 1985

Lou's Mobil & 24 Hr. Towing
846 S.W. Hwy. 101
Newport, OR 97365

CON 5
#9718

IN REPLY REFER TO
FILE NO.:

This will acknowledge your letter we received September 12, 1985, and invoices, filing a claim against the following Highway Division contract:

FILED BY:	Lou's Mobile & 24-Hour Towing
AMOUNT:	$487.73
FOR:	Gas and oil
AGAINST (Prime contractor):	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge Oregon Coast Highway Lincoln County
SURETY:	Allied Fidelity Insurance Co.

We will advise the surety of the receipt of this claim. We will also forward it to the Secretary of State for filing. We are unable to notify the contractor as he has moved with no forwarding address.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Allied Fidelity Insurance Co.
P.O. Box 7001
Indianapolis, IN 46207

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-12-85 ae

846 SW Hwy. 101
Newport, Ore.
97365

Dear Mr. Garmsen,

This is to inform you that we are submitting a claim on unpaid bills due to "Lou's Mobil" from the Beaver Painting Company for gasoline & oil they used on their work trucks while Repairing Yaquina Bay Bridge. The total amount due is $487.73. You have copies of the dates + charges made by the company from September 25, 1984 – November 14, 1984. that are as yet unpaid.

Thank you for you attention in this matter.

Sincerely.
M. Limbrunner
&
Louis Limbrunner

RECEIVED
SEP 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Lou's Mobil & 24 Hr. Towing
846 S.W. Hwy. 101
Newport, OR 97365
265-3600 Aft. Hr. 265-2025

Lou's Mobil & 24 Hr. Towing
846 S.W. Hwy. 101
Newport, OR 97365
265-3500 Aft. Hr. 265-2025

Customer's Order No. Date Aug 28 1985
Name Beaver Painting Co.
Address

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	
					G.M.		
9/25					9.4	11	80
9/25					16.1	19	00
9/25					19.5	23	00
9/26					8.4	10	00
9/26					10.9	13	70
9/27					11.8	14	00
9/28					15.3	19	75
9/29						21	00
9/29				TAX		5	50
9/29				TOTAL	14.4	20	00

All claims and returned goods MUST be accompanied by this bill.

002076 Rec'd by

Ennis GS-201-3

Lou's Mobil & 24 Hr. Towing
846 S.W. Hwy. 101
Newport, OR 97365
265-3500 Aft. Hr. 265-2025

Customer's Order No. Date Aug 28 1985
Name Beaver Painting Co.
Address

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	
					G.M.		
10.2					9.6	11	50
10.3					7.6	9	70
10.3					8.8	10	82
10.3					3.0	3	85
10.3					26.5	32	00
10.5						9	30
10.6					5.5	6	75
10.9					11.0	14	00
10.9				TAX		9	25
10.10				TOTAL		40	20

All claims and returned goods MUST be accompanied by this bill.

002077 Rec'd by

Ennis GS-201-3

D

Lou's Mobil & 24 Hr. Towing
846 S.W. Hwy. 101
Newport, OR 97365
265-3500 Aft. Hr. 265-2025

Customer's Order No.________ Date Aug 28 1985

Name Beaver Painting Co.

Address

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	
					Gal.		

10.22			12	60
10.22		6.5	8	18
10.23		11.7	15	00
10.26		9.3	12	00
10.27		17.0	25	80
10.28		Haul	29	50
11.14			21	52
		#	429	72
Aug 85	1 1/2% int (18% /a)	+	58	01
	Firmo TOTAL	#	487	73

All claims and returned goods MUST be accompanied by this bill.

18% APR

[illegible]

002078 Rec'd by Receipts with supplier,

Ennis GS-201 3

All fuel used on the Yaquina Bay Bridge Repair Project.

9718 - CL 1985-0168

FILED
SEP 30 1985
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 24, 1985

IN REPLY REFER TO
FILE NO.:

Green Electric
236 S.W. 11th
Newport, OR 97365

CON 5
#9718

This will acknowledge your invoice dated September 4, 1985, increasing the total of your claim filed against the following Highway Division contract:

FILED BY:	Green Electric
AMOUNT:	Increases claim from $423.15 to $429.50
AGAINST (Prime contractor):	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Co.

We will advise the surety of the receipt of this claim revision. We will also forward it to the Secretary of State. We are unable to forward a copy to the contractor as he has moved with no forwarding address.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Allied Fidelity Insurance Co.
P.O. Box 7001
Indianapolis, IN 46207

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Previous filing 5-21-85 CL1985-0059 and an increase was sent to you on 7-24-85.

NOTED ON CARD
11-12-85 ae

GREEN ELECTRIC
236 SW 11th
NEWPORT, OREGON 97365
Phone 265-2671

Phone 265-2671

DATE 9-4-85

Bob Gormsen
Dept. of Trans Bldg.
Salem Ore. 97310

TERMS **"All accounts 30 days past due will be charged 1½% per month (18% per Annum)"**

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

$ ______________

DATE	INVOICE NUMBER / DESCRIPTION	CHARGES	CREDITS	BALANCE
	BALANCE FORWARD ⇨			
	Beaver Painting Con 5 9718			
	Past Due Account	423 15		
	Int. & Billing	6 35		429 50

RECEIVED
SEP - 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GREEN ELECTRIC

Thank You

PAY LAST AMOUNT IN THIS COLUMN

CL1985-0140
9718

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 16 1985
BARBARA ROBERTS
SECRETARY OF STATE

July 24, 1985

IN REPLY REFER TO FILE NO.:
CON 5
#9718

Green Electric
236 SW 11th
Newport, OR 97365

This will acknowledge your statements dated June 5 and 30, 1985, updating your claim concerning the following Highway Division contract:

FILED BY:	Green Electric
AMOUNT:	Total: $423.15
AGAINST (Prime contractor)	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Co.
AGENT:	Dennis V. Gilbert

This filing increases your claim filed on May 2, 1985, in the amount of $410.74 and on June 5, 1985, in the amount of $416.90.

We will advise the surety and the contractor of the increased claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Beaver Enterprises, Inc.
Rt. 1, Box 122
McMinnville, OR 97128

Allied Fidelity Ins. Co.
c/o Northwest Bonding Company
Attn: Dennis Gilbert
PO Box 1448
Beaverton, OR 97005

✓ bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. (Previous filings-3-25-85 CL 1985-0059; and 5-21-85 CL 1985-0059)

NOTED ON CARD
9-24-85 ac

734-0188

RECEIVED
AUG 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

GREEN ELECTRIC
236 SW 11th
NEWPORT, OREGON 97365
Phone 265-2671

Phone 265-2671

DATE 6-5-85

BEAVER
PAINTING
FILE

Dept. of Transportation
Trans. Bldg. Rm. 121
Salem, Ore. 97310 ATT: Bob Gransen

TERMS "All accounts 30 days past due will be charged ~~1%~~ 1.5% per month (12% per Annum)"

DATE	INVOICE NUMBER / DESCRIPTION	CHARGES	CREDITS	BALANCE
	BALANCE FORWARD			
	In Reference to Beaver Painting Bill, we have adjusted our Int. Rate to 1.5% per mo. & have still heard nothing from Beaver Painting or the Bonding Co. at all, I Appreciate any & all help in this matter Thanks			
	Past Due Amount	410 74		410 74
	Int.	6 16		416 90

RECEIVED
JUN 07 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GREEN ELECTRIC

Thank You PAY LAST AMOUNT IN THIS COLUMN

GREEN ELECTRIC
236 SW 11th
NEWPORT, OREGON 97365
Phone 265-2671

Phone 265-2671

DATE 6-30-85

Bob Sorenson Dept of Trans.
Transportation Building
Salem Ore 97310

TERMS **"All accounts 30 days past due will be charged 1% per month (12% per Annum)"**

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

$ ______

DATE	INVOICE NUMBER / DESCRIPTION	CHARGES	CREDITS	BALANCE
	BALANCE FORWARD ⇨			
	Inclosed is a updated billing			
	for Beaver Plumbing, for purpose			
	of increasing the amount on file			
	File # Con 5			
	#9716			
	Thank You			

RECEIVED
JUL 2 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GREEN ELECTRIC *Thank You* PAY LAST AMOUNT IN THIS COLUMN

STATEMENT

Date: 06/30/85

Green Electric
236 S.W. 11th Street
NewPort Oregon 97365

Account ID: 0220

Copy for state of Ore. files

To: Beaver Painting
Rt. 1 Box 122
McMinnville, Or 97128

Code	Date	Description	DB	CR	Balance
		Prev Balance			416.90
4	06/30/85	Fin. Chrg.	6.25		423.15
		Balance Fwrd			423.15

Finance Charge is 1.5% on Past Due

Accounts All Invoices are net the 10th

THANK YOU

RECEIVED
JUL 2 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9718

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records.

On May 16, 1985, approved a take-over contract with Allied Fidelity Insurance Company, the bonding company for Beaver Enterprises, Inc., to complete the contract for the maintenance painting of the Yaquina Bay Bridge (Contract No. 9718), Oregon Coast Highway, Lincoln County.

Dated this 4 day of June, 1985

Anthony Yturri

Anthony Yturri, Chairman
OREGON TRANSPORTATION COMMISSION

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 5/28/85

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: May 14, 1985

FROM: for Greg Hopkins
O. B. Jackmond
Contract Administration Engineer

NOTED
H. S. COULTER

SUBJECT: Yaquina Bay Bridge
Contract No. 9718

This contract was cancelled effective March 10, 1985 due to failure of the contractor, Beaver Enterprise, Inc., to perform.

Their bonding company, Allied Fidelity Insurance Co., has agreed to take over and complete the project. On Friday, May 10, 1985, the bonding company's attorney, Mr. Jim Chase of Portland, and Mr. Jack Sollis reached agreement on the takeover document and it was forwarded to the bonding company for signature by Mr. Case.

OBJ:GH:mk

05145M

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE 5/10/85

orig
Gorman
cys
Fredrickson
File
5-16-85

RECEIVED
STATE HWY ENGR
MAY 14 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
MAY 17 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contains Recycled Materials

TAKEOVER CONTRACT

Obligee	: State of Oregon Department of Transportation, Highway Division
Original Contractor	: Beaver Enterprises, Inc.
Surety	: Allied Fidelity Insurance Co.
Bond No.	: AC 041331
Project	: Maintenance Painting - Yaquina Bay Bridge
Contract No.	: 9718
Takeover Contractor	: Allied Fidelity Insurance Company
Takeover Subcontractor:	Lundeen Coating Corporation

THIS AGREEMENT made and entered into this 16th day of May, 1985, by and between Allied Fidelity Insurance Co. (hereinafter referred to as Surety or Contractor) and the State of Oregon, Department of Transportation, Highway Division (hereinafter referred to as State);

WITNESSETH:

WHEREAS Contractor herein was and is Surety on Oregon State Highway Division Contract No. 9718 Maintenance Painting, Yaquina Bay Bridge, Oregon Coast, Lincoln County, at or near the City of Newport, said contract having been awarded to Beaver Enterprises, Inc. on or about October 13, 1983, and said contract having been terminated by the State effective March 10, 1985;

AND WHEREAS Contractor as Surety has elected to take over said contract pursuant to demand and election by the State and Contractor has entered into a Takeover Subcontract with Lundeen Coating Corporation (hereinafter Subcontractor), and pursuant thereto Contractor herein contracts and agrees with the State and the State contracts and agrees with the Contractor as follows:

NOW, THEREFORE, in consideration of the mutual promises and covenants hereinafter contained, the parties hereto agree:

1. That Contractor shall fully assume the original contract No. 9718 between the State and Beaver, including all terms, conditions, plans, drawings, specifications, special provisions and standard specifications for highway construction together with all authorized and agreed changes, change orders, price

agreements and force account agreements executed by and between the State and Beaver of every nature and kind, excluding only all items related to or directly or indirectly involving replacement of rivets, broken bolts or removal or re-installation of cover plates as set forth in said contract or subsequent agreements between State and Beaver.

2. State acknowledges that all items concerning replacement of rivets and/or bolts have been completed by Beaver or were completed by the State or will be completed by the State as an extra unrelated to the within Takeover Contract and that no charges of any nature respecting those items shall be assessed against Contractor herein either as Contractor or as Surety upon the original contract. In addition it is understood that certain cover plates referred to in the original contract documents are presently off the bridge and in storage at a State facility in Newport, Oregon, where said cover plates are to be cleaned and painted on the ground by Contractor's Subcontractor and the State assumes full responsibility and costs associated with replacing the cover plates on the bridge structure.

3. State acknowledges that pursuant to Section 108.08 of the original contract, not less than 66 workdays together with any additions thereto as agreed upon between the State and Beaver, remain for completion of the Clean and Paint category of the original contract and further that the running of the remaining workdays shall not begin until Subcontractor has mobilized onto the bridge, which mobilization shall be complete not later than May 24, 1985.

4. State acknowledges and agrees that the total sum of $183,879.37 (One Hundred Eighty Three Thousand Eight Hundred Seventy Nine Dollars and Thirty Seven Cents) remains in contract proceeds in the Clean and Paint category, all of said sums payable to Contractor as work progresses pursuant to the terms of the original contract. In addition thereto the State acknowledges responsibility for payment of flagmen at the rate of $38 (Thirty Eight Dollars) per man hour which sums are in addition to the stated remaining contract proceeds in the Clean and Paint category.

> Exception: Contractor acknowledges that certain portions of the Clean Paint category of the original contract were performed by Beaver and the State has declared said performance to be defective and requires all work done by Beaver in that category to be redone and as a result thereof the State shall not be responsible for payment of flagmen during the course of Subcontractor's repainting and corrective work. An appropriate pro-rata formula and/or determination concerning allowance for payment of flagmen during any portion of the corrective work shall be as determined between the State and Subcontractor at the job site as work progresses.

5. Requests for progress payments shall begin on or about the 5th day of June, 1985, and continue on or about the 5th day of each calendar month thereafter until conclusion of the project, and the State agrees that all requests for progress payments shall be made directly by Subcontractor and that all payment from the State as progress payments or otherwise shall be payable to the order of Subcontractor and deposited directly into a bank account to be designated by Contractor and Subcontractor which account shall be known as the Lundeen Coating Corporation Trust Account and which account shall be located at the Fifth and Salmon Branch of First Interstate Bank of Oregon. All payments of every nature and kind due to Contractor or Subcontractor hereunder including subsequent price agreements, force account items or any other dollars payable by the State to Contractor or Subcontractor shall be paid to the order of Subcontractor and deposited into the designated bank account as set forth above.

6. In all matters relating to the within Takeover Contract, the original contract, and performance by Subcontractor herein, the State is directed and authorized to deal directly with Subcontractor with copies of all written correspondence to Contractor in care of James D. Case, Attorney at Law, Portland, Oregon.

7. State acknowledges that Contractor will submit a request for an additional price agreement or change order in the approximate amount of $12,000 to $14,000 (Twelve Thousand Dollars to Fourteen Thousand Dollars) as a result of the State's installation of posts and life-lines on the bridge structure which installation interfers with and creates additional expense for Subcontractor in rigging to prosecute the work under the original contract. It is acknowledged that the State is aware of Contractor's intended request and it is further acknowledged that the State at and upon execution of this agreement has taken no position with respect to the merits of said request.

8. Contractor acknowledges that the State has unliquidated claims against the contract proceeds enumerated in No. 4 above or against the surety bond for the cost of removing rigging left on the bridge by Beaver over the winter of 1984-85 (said cost estimated to be $4,000 to $6,000) and further that the State has an unliquidated claim for obtaining possession of and transporting paint from Beaver's storage point in McMinnville, Oregon to State property in Salem, Oregon (estimated to be approximately $1,000) and the State is pursuing and will pursue no other direct claims to the Surety or against the contract proceeds hereunder. It is understood that the Surety has taken no position with respect to said claims by the State and specifically reserves its rights to decline, reject, or defend said claims. It is further acknowledged by Contractor (Surety) that third party claims for payment of paint, rental of equipment and rental of a storage building in the total amount of approximately $20,000

have been submitted to Surety and are to be resolved by the Surety directly without any exposure to the State.

9. Upon completion of the original contract pursuant to the terms thereof the State shall exonerate and release Contractor/Surety and shall accept the Warranty and Supplemental Performance Bond of Subcontractor in full satisfaction of the terms of the original contract, and in full satisfaction of this Takeover Contract.

10. The entire agreement contained herein is subject to the acceptance of the Subcontractor of a separate Takeover Subcontract between Contractor herein and Subcontractor and this agreement shall be null and void if said acceptance is not confirmed on or before May 20, 1985, otherwise this agreement shall be in full force and effect.

11. Time is of the essence in this agreement and there shall be no waivers, modifications or adjustments hereto except in writing signed by a representative of the Contractor and of the State.

12. The Oregon Transporation Commission by a duly adopted Delegation Order, authorized its Chairman to act in its behalf in approving this contract. Approval was given for this contract on May 16, 1985, by CHAIRMAN ANTHONY YTURRI, which approval is on file in the Commission records. The Delegation Order also authorized the State Highway Engineer to execute the contract on behalf of the Commission.

DATED this 16th day of May, 1985.

for State Highway Engineer, for the
State of Oregon, Department
of Transportation, Highway Division

DATED this 16th day of May, 1985.

James D. Case, Attorney-in-Fact
for Allied Fidelity Insurance Co.
Contractor/Surety

original filed in contract 9718

97[illegible]
CL 1985-0059

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 21 1985
BARBARA ROBERTS
SECRETARY OF STATE

May 16, 1985

IN REPLY REFER TO
FILE NO.

CON 5
#9718

Green Electric
236 SW 11th
Newport, OR 97365

Gentlemen or Ladies:

This will acknowledge your invoice dated May 2, 1985, increasing the amount of your claim filed on March 14, 1985, on the following Highway Division contract

FILED BY:	Green Electric
AMOUNT:	Total increased to $410.74
AGAINST (Prime contractor)	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Co.
AGENT:	Dennis V. Gilbert

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5-24-85 Kgm

cc: Beaver Enterprises, Inc.
Rt. 1, Box 122
McMinnville, OR 97128

Allied Fidelity Insurance Co.
c/o Northwest Bonding Company
Attn: Dennis Gilbert
PO Box 1448
Beaverton, OR 97005

bc: ✓Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

RECEIVED
MAY 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

GREEN ELECTRIC
236 SW 11th
NEWPORT, OREGON 97365
Phone 265-2671

ric
5-2671

NEWPORT, ORE., 97365, 5/2/85 19

Bob Gormsen #9718
State Highway Bldg. Rm. 121
Salem, Ore. 97310

DETACH AND MAIL WITH YOUR CHECK. YOU NCELLED CHECK IS YOUR RECEIPT.

Beaver Painting	
Prev. Bal.	406.72
Int.	4.02
Total Bal.	410.74

RECEIVED
MAY 06 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTA

ALL ACCOUNTS ARE DUE AND PAYABLE BY THE 10th OF THE MONTH FOLLOWING DATE OF INVOICE.

6% INTEREST CHARGED AFTER 30 DAYS

CL 1985 0104

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 8, 1985

FILED
MAY 10 1985
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9718

Mr. Jim Webb
c/o Ross Realty
231 E. Olive Street
Newport, OR 97365

Dear Mr. Webb:

This will acknowledge your letter dated April 17, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Jim Webb, c/o Ross Realty
AMOUNT:	$250.00
FOR:	Rental space
AGAINST (Prime contractor)	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Co.
AGENT:	Dennis V. Gilbert

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAY 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
5-20-85 kjm

cc: Beaver Enterprises, Inc.
Allied Fidelity Insurance Co.

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

April 17, 1985

State Highway Division
Salem, Oregon

9718

Good Morning,

Re: Beaver Enterprises, Inc.

This letter is a claim for unpaid rent due me by Beaver Enterprises Inc. for warehouse space in Newport, Or. that I rented to them while they worked on the Yaquina Bay bridge.

Bob Williams, acting on behalf of the corporation, rented a small warehouse unit from me beginning April 1, 1984 for the amount of $80.00 per month. The rent was paid thru October, 1984. No rent has been received by me for November, December nor January, 1985. On January 26 or 27, 1985 they cut the lock I had put on the unit and removed all that was valuable.

I hereby submit a claim for $250.00 ($80.00 per month for three months and $10.00 for one month late fee - which was initiated in 1985.)

I have made a report to the police. Their use of the warehouse can be verified by Chuck Elroy, Project Manager, Oregon State Highway Division, Newport.

Sincerely,

Jim Webb

Jim Webb
c/o Ross Realty
231 E. Olive St.
Newport, Or. 97365

RECEIVED
APR 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
APR 17 1985
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

NOTED
C. W. ELROY

CL 1985-0103

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 8, 1985

IN REPLY REFER TO
FILE NO.:

CON 5
#9718

Industrial Welding Supply, Inc.
1237 N. Coast Highway
Newport, OR 97365

Attention: Richard Atkinson
Branch Manager

FILED
MAY 10 1985
BARBARA ROBERTS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge your claim letter with attached invoices dated September 19, 1984, concerning the following Highway Division contract:

FILED BY:	Industrial Welding Supply, Inc.
AMOUNT:	$2,109.32 including interest through April 1985
FOR:	Material
AGAINST (Prime contractor)	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Co.
AGENT:	Dennis V. Gilbert

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
5-16-85 Kjm

RECEIVED
MAY 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when your claim has been paid. It is the State's policy not to make payments to claimants. If you do not receive action following this claim filing, please notify the surety direct.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Beaver Enterprises, Inc.
Route 1, Box 122
McMinnville, OR 97128

Allied Fidelity Insurance Co.
c/o Northwest Bonding Company
Attn: Dennis Gilbert
PO Box 1448
Beaverton, OR 97005

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAY 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INDUSTRIAL WELDING SUPPLY INC.
~~P.O. Box 1089 3415 South Pacific Boulevard Albany Oregon 97321~~
~~Phone 926-8686~~

INDUSTRIAL WELDING SUPPLY, INC.
1237 N. COAST HIGHWAY
NEWPORT, OREGON 97365
PHONE: 265-9491

Project Yaquina Bay Bridge
Oregon Coast Hwy.
Contract # 9718
Prefix # 214201

Mr. Gormsen,

Enclosed are the invoices showing the items that Beaver Painting acquired from Industrial Welding Supply, Newport Branch, during October 1984.

The amount for these items, including interest thru April 1985 is $2109.32.

I Would appreciate any assistance you can give me in this matter. I would also appreciate very much if you could contact me on the current status of being reimbursed for the above mentioned items. Thank You.

Sincerely Richard Atkinson
Branch Manager
Industrial Welding Supply

RECEIVED
APR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CAPITAL BUSINESS FORMS (503) 362-1366

OXYGEN · ACETYLENE · ARGON · CO_2 · COMPRESSED AIR · HELIUM · HYDROGEN · MEDICAL GASES · REFRIGERANT GASES · MIXED GASES · COUNTER GASES

INDUSTRIAL WELDING SUPPLY, INC.

PH. 926-8686	PH. 581-6131	PH. 265-9491
3415 S.W. PACIFIC BLVD.	2767 COMMERCIAL N.E.	1237 N. COAST HWY.
ALBANY, ORE. 97321	SALEM, ORE. 97303	NEWPORT, ORE. 97365

PLEASE SEND REMITTANCE TO P.O. BOX 1060 ALBANY, OREGON 97321

N 13034

ITEMS NOT SHIPPED BACK ORDERED ON SALES ORDER NO.	
ITEMS SHIPPED WERE BACK ORDERED FROM INVOICE NO	

SOLD TO

SHIP TO Beaver Painting

Newport

CUSTOMER ORDER NO.	SHIPPED VIA	ISSUED BY	CASH	CHARGE	DATE
	WC	Rich #1	/		9-19-84

INDUSTRIAL GAS DESCRIPTION	CYLINDER CODE	CYLINDER COUNT DELIVERED PRIVATE	IWS	RETURNED PRIVATE	IWS	SIZE	UNIT PRICE	UNIT	PRODUCT CODE		AMOUNT
OXYGEN											
ACETYLENE											
NITROGEN											
CARBON DIOXIDE											
ARGON											

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION."

EQUIPMENT AND SERVICES DESCRIPTION	QUANTITY ORDERED	SHIPPED	UNIT PRICE	UNIT	PRODUCT CODE		AMOUNT	
B+D 4252 5" grinder	1	1		ea			86	00
" 445871-00 wrench	2	2	1.00	ea			2	00
Vermont C-420 3/16 bit	3	3	2.11	ea			6	33
5/32	1	1		ea			1	75
1/4	1	1		ea			3	06
3105 GH3 9/16-18 taper	2	2	14.50	ea			29	00
General 166 tap handle	1	1		ea			7	90
Old Forge 1988 spring	7	7	1.65	ea			11	55
Gopher 4½ x ¼ x 7/8 flat disc	100	100	1.50	ea			150	00
Mayes 125 hack saw	1	1		ea			8	54
Cresent R-210 CV cresent	1	1		ea			7	61
" H28 V plier	1	1		ea			3	68
Vise Grips 10R	1	1		ea			7	09
Simonds 8" mill bst file	1	1		ea			2	45
Rapid Tap 16 oz	1	1		ea			5	38
B+D warranty repair U.P.S	1	1		ea			1	88

THE UNDERSIGNED GRANTS TO INDUSTRIAL WELDING SUPPLY, INC. A SECURITY INTEREST IN THE ABOVE DESCRIBED EQUIPMENT AND ACCESSIONS. IN THE EVENT OF NON-PAYMENT HEREUNDER THE EQUIPMENT MAY BE REPOSSESSED.

TOTAL $ 334 22

RECEIVED BY X ____________________

TERMS: NET 10TH OF MONTH. 2% FINANCE CHARGE (24% ANNUAL PERCENTAGE RATE) ON PAST DUE ACCOUNTS.

CAPITAL BUSINESS FORMS (503) 362 1366

OXYGEN · ACETYLENE · ARGON · CO_2 · COMPRESSED AIR · HELIUM · HYDROGEN · MEDICAL GASES · REFRIGERANT GASES · MIXED GASES · COUNTER GASES

INDUSTRIAL WELDING SUPPLY, INC.

PH. 926-8686
3415 S.W. PACIFIC BLVD.
ALBANY, ORE. 97321

PH. 581-6131
2767 COMMERCIAL N.E.
SALEM, ORE. 97303

PH. 265-9491
1237 N. COAST HWY.
NEWPORT, ORE. 97365

PLEASE SEND REMITTANCE TO P.O. BOX 1089 ALBANY, OREGON 97321

N 13035

ITEMS NOT SHIPPED BACK ORDERED ON SALES ORDER NO	
ITEMS SHIPPED WERE BACK ORDERED FROM INVOICE NO	

RECEIVED
APR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SOLD TO

SHIP TO Beaver Painting
Newport

CUSTOMER ORDER NO.	SHIPPED VIA	ISSUED BY	CASH	CHARGE	DATE
	WC	Rich #1	/		9-19-84

INDUSTRIAL GAS DESCRIPTION	CYLINDER CODE	CYLINDER COUNT DELIVERED PRIVATE	IWS	RETURNED PRIVATE	IWS	SIZE	UNIT PRICE	UNIT	PRODUCT CODE		AMOUNT	
OXYGEN												
ACETYLENE												
NITROGEN												
CARBON DIOXIDE												
ARGON												

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION."

EQUIPMENT AND SERVICES DESCRIPTION	QUANTITY ORDERED	QUANTITY SHIPPED	UNIT PRICE	UNIT	PRODUCT CODE		AMOUNT	
Milw. 48-52-1125 brush	1	1		ea			10	95
22-16-0275 brush	1	1		ea				40
23-52-0190 spring	1	1		ea				25
22-20-0450 holder	1	1		ea				50
repair labor	1	1		ea			3	50
49-96-7200 wrench	5	5		ea			16	00
49-05-0040 flange	1	1		ea			1	25
49-05-0050 nut	1	1		ea			1	25
Blue Devil long hex key 3/32"	1	1		ea				30
" " " 5/64"	1	1		ea				25
Jackson JP-4 goggle	8	8	2.64	ea			21	12
0752-0087 lens	20	20	1.44	ea			28	80
8040 visor	3	3	2.54	ea			7	62
SC-3 391 white hat	2	2	7.10	ea			14	20
Onan 3.5 KP-3P/1A/100-2002	1	1		ea			1099	00
S/N 138601 freight	1	1		ea			7	26

THE UNDERSIGNED GRANTS TO INDUSTRIAL WELDING SUPPLY, INC. A SECURITY INTEREST IN THE ABOVE DESCRIBED EQUIPMENT AND ACCESSIONS. IN THE EVENT OF NON-PAYMENT HEREUNDER THE EQUIPMENT MAY BE REPOSSESSED.

TOTAL $ 1212 65

RECEIVED BY X ______________________

TERMS: NET 10TH OF MONTH. 2% FINANCE CHARGE (24% ANNUAL PERCENTAGE RATE) ON PAST DUE ACCOUNTS

CAPITAL BUSINESS FORMS-(503) 362-1366

OXYGEN · ACETYLENE · ARGON · CO_2 · COMPRESSED AIR · HELIUM · HYDROGEN · MEDICAL GASES · REFRIGERANT GASES · MIXED GASES · COUNTER GASES

INDUSTRIAL WELDING SUPPLY, INC.

PH. 926-8686
3415 S.W. PACIFIC BLVD.
ALBANY, ORE. 97321

PH. 581-6131
2767 COMMERCIAL N.E.
SALEM, ORE. 97303

PH. 265-9491
1237 N. COAST HWY.
NEWPORT, ORE. 97365

PLEASE SEND REMITTANCE TO P.O. BOX 1089 ALBANY, OREGON 97321

N 13036

ITEMS NOT SHIPPED BACK ORDERED ON SALES ORDER NO	
ITEMS SHIPPED WERE BACK ORDERED FROM INVOICE NO	

RECEIVED
APR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SOLD TO

SHIP TO Beaver Painting
Newport

CUSTOMER ORDER NO.	SHIPPED VIA	ISSUED BY	CASH	CHARGE	DATE
	WC	Rich #1	/		9-19-84

INDUSTRIAL GAS DESCRIPTION	CYLINDER CODE	CYLINDER COUNT DELIVERED PRIVATE	IWS	CYLINDER COUNT RETURNED PRIVATE	IWS	SIZE	UNIT PRICE	UNIT	PRODUCT CODE		AMOUNT	
OXYGEN												
ACETYLENE												
NITROGEN												
CARBON DIOXIDE												
ARGON												

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION."

EQUIPMENT AND SERVICES DESCRIPTION	QUANTITY ORDERED	QUANTITY SHIPPED	UNIT PRICE	UNIT	PRODUCT CODE		AMOUNT	
W.E. 542 nipple	2	2	.95	ea			1	90
B4-HP	1	1		ea				90
543	1	1		ea				95
Williams AP-10X cresent	1	1		ea			10	71
DR-24 screwdriver	2	2	3.63	ea			7	26
DRG-24 "	1	1		ea			4	68
PL-47C pliers	1	1		ea			13	80
PL-57C	1	1		ea			12	33
PL-75C	1	1		ea			9	99
PL-205C	1	1		ea			14	55
6-624 socket	1	1		ea			7	31
Amflo CP-1 plug	2	2	.86	ea			1	72
C-2 coupler	6	6	.90	ea			5	40
582 clamp	2	2	.60	ea			1	20
C.P.-P092294Y chisel	5	5	12.06	ea			60	30
C.P. UPS	1	1		ea			1	71

THE UNDERSIGNED GRANTS TO INDUSTRIAL WELDING SUPPLY, INC. A SECURITY INTEREST IN THE ABOVE DESCRIBED EQUIPMENT AND ACCESSIONS. IN THE EVENT OF NON-PAYMENT HEREUNDER THE EQUIPMENT MAY BE REPOSSESSED.

TOTAL $ 154 71

RECEIVED BY X ____________________

TERMS: NET 10TH OF MONTH. 2% FINANCE CHARGE (24% ANNUAL PERCENTAGE RATE) ON PAST DUE ACCOUNTS

CAPITAL BUSINESS FORMS-(503) 362-1366

OXYGEN - ACETYLENE - ARGON - CO_2 - COMPRESSED AIR - HELIUM - HYDROGEN - MEDICAL GASES - REFRIGERANT GASES - MIXED GASES - COUNTER GASES

INDUSTRIAL WELDING SUPPLY, INC.

PH. 926-8686	PH. 581-6131	PH. 265-9491
3415 S.W. PACIFIC BLVD.	2767 COMMERCIAL N.E.	1237 N. COAST HWY.
ALBANY, ORE. 97321	SALEM, ORE. 97303	NEWPORT, ORE. 97365

PLEASE SEND REMITTANCE TO P.O. BOX 1069 ALBANY, OREGON 97321

N 13037

ITEMS NOT SHIPPED BACK ORDERED ON SALES ORDER NO.	
ITEMS SHIPPED WERE BACK ORDERED FROM INVOICE NO.	

SOLD TO

SHIP TO Beaver Painting
Newport

CUSTOMER ORDER NO.	SHIPPED VIA	ISSUED BY	CASH	CHARGE	DATE
	WC	Rich #1	/		9-19-84

INDUSTRIAL GAS DESCRIPTION	CYLINDER CODE	CYLINDER COUNT DELIVERED PRIVATE	IWS	RETURNED PRIVATE	IWS	SIZE	UNIT PRICE	UNIT	PRODUCT CODE		AMOUNT
OXYGEN											
ACETYLENE											
NITROGEN											
CARBON DIOXIDE											
ARGON											

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION."

EQUIPMENT AND SERVICES DESCRIPTION	QUANTITY ORDERED	QUANTITY SHIPPED	UNIT PRICE	UNIT	PRODUCT CODE		AMOUNT
Jet SCW-10 cresent	1	1		ea			11 95
Portland Rose 807 gloves	1	1		ea			9 59
Repair Jet needle gun	1	1		ea			15 00
B+D warranty repair U.P.S	1	1		ea			1 29
Milw " " U.P.S.	1	1		ea			4 50
tag # " " 86848	1	1		ea			106 34

RECEIVED
APR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

THE UNDERSIGNED GRANTS TO INDUSTRIAL WELDING SUPPLY, INC. A SECURITY INTEREST IN THE ABOVE DESCRIBED EQUIPMENT AND ACCESSIONS. IN THE EVENT OF NON-PAYMENT HEREUNDER THE EQUIPMENT MAY BE REPOSSESSED.

TOTAL $ 148 67

RECEIVED BY X ____________________

TERMS, NET 10TH OF MONTH, 2% FINANCE CHARGE (24% ANNUAL PERCENTAGE RATE) ON PAST DUE ACCOUNTS

9718

1

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: April 22, 1985

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
H. S. COULTER

SUBJECT: Yaquina Bay
Bridge Painting
Contract No. 9718

Beaver Enterprises, Inc. defaulted on referenced contract and as a result their contract was cancelled as of March 10, 1985.

The principal owners, officers or partners of Beaver Enterprises, Inc. have filed for prequalification as "The Bridge Co., Inc." using information which does not appear to be totally correct.

The painting contract on Yaquina Bay Bridge is being re-advertised Thursday of next week (May 2, 1985). It doesn't seem prudent to allow the same group of people to bid, using a different name, given the problems that we experienced on the previous contract.

We therefore recommend that you disqualify all owners, officers and employees of Beaver Enterprises, Inc. from bidding on this upcoming project.

If you approve of this recommendation please notify Mr. Robert Gormsen so that he may notify Beaver Enterprises, Inc. and advise them of the administrative procedure if they wish to appeal.

OBJ:GNH:mk

cc: Jack Sollis
William Cloran
Robert Gormsen
Claim File

04227M

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 4-24-85

RECEIVED
STATE HWY ENGR
APR 22 '85
REFER TO
Gormsen
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

cy Fredrickson
files
4-25

125-1307

CL 1985-0016

FILED
APR 19 1985
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 17, 1985

IN REPLY REFER TO
FILE NO.:
CON 5
#9718

Furrer & Scott
Law Offices
P. O. Box 23414
Tigard, OR 97223

Attention: Michael J. Scott

Gentlemen or Ladies:

This will acknowledge your letter of April 8, 1985, with attached Notice of Claim from your client, Star Rentals, Inc., concerning the following Highway Division contract:

FILED BY:	Star Rentals, Inc.
AMOUNT:	$1,671.44, together with lawful interest
FOR:	Equipment rental
AGAINST (Prime contractor)	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County, Maintenance Painting
SURETY:	Allied Fidelity Insurance Company
AGENT:	Dennis V. Gilbert

NOTED ON CARD
5-9-85 kjm

We will advise the surety and the contractor of the receipt of this claim. We note that you have forwarded it to the Secretary of State for filing.

RECEIVED
APR 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Beaver Enterprises, Inc.
Route 1, Box 122
McMinnville, OR 97128

Allied Fidelity Insurance Co.
2532 S. E. Hawthorne Blvd.
Portland, OR 97214

bc: Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter. This claim has been filed directly by attorney to your office. ✓

RECEIVED
APR 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

April 8, 1985

CERTIFIED MAIL, Receipt No. P551 528 889
RETURN RECEIPT REQUESTED

Clerk or Auditor
State of Oregon Dept.
of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Re:	Project/Contract Name:	Yaquina Bay Bridge, Contract No. 9718
	Prime Contractor for Project:	Beaver Enterprises, Inc.
	Claimant's Contract with:	Beaver Enterprises, Inc.
	Surety:	Allied Fidelity Insurance Company
	Bond No.:	AC 041331 (Also note Supplemental Performance Bond dated October 18, 1983)
	Claimant:	Star Rentals, Inc.
	Amount	$1,671.44 together with lawful interest thereon

Dear Ladies and Gentlemen:

Enclosed please find a copy of the Notice of Claim which has been filed on the above public works project on behalf of my client Star Rentals, Inc.

Very truly yours,

Michael J. Scott

MJS:kd
Enc.
cc Star Rentals, Inc.
Beaver Enterprises, Inc.
Allied Fidelity Insurance Company

RECEIVED
APR 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

April 3, 1985

TO:

Barbara Roberts
Secretary of State
State Office Bldg.
Salem, Oregon 97301

Clerk or Auditor
State of Oregon Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

C.R. Williams, Reg. Agent
Beaver Enterprises, Inc.
18220 N.W. Walker Rd.
Beaverton, Oregon 97005

Allied Fidelity Insurance Company
200 S. Manchester Ave. Suite 508
Orange, California 92668

NOTICE OF CLAIM

Project/Contract Name:	Yaquina Bay Bridge, Contract No. 9718
Prime Contractor for Project:	Beaver Enterprises, Inc.
Claimant's Contract With:	Beaver Enterprises, Inc.
Surety:	Allied Fidelity Insurance Company
Bond No.:	AC 041331 (Also note Supplemental Performance Bond dated October 18, 1983)
Claimant:	Star Rentals, Inc.
Amount	$1,671.44 together with lawful interest thereon

NOTICE IS HEREBY GIVEN that the undersigned, Star Rentals, Inc., a Washington corporation, has a claim for certain equipment rented to Beaver Enterprises, Inc. for and used in the construction of the project described herein, which claim is in the total sum of $1,671.44, together with lawful interest thereon, against the bond taken from Beaver Enterprises, Inc., the prime contractor on the project, and furnished by Allied Fidelity Insurance Company, Bond No. AC 041331 (Note Supplemental Performance Bond dated October 18, 1983) for work on Yaquina Bay Bridge Contract No. 9718.

Said pieces of equipment were furnished and provided by Star Rentals, Inc. to Beaver Enterprises, Inc. who is the prime contactor on the project; and were used in the construction of the above public works project.

RECEIVED
APR 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Demand is hereby made for payment of the above-stated indebtedness in the sum of $1,671.44, together with lawful interest.

You and each of you are hereby notified that, unless the amount due and owing is paid forthwith, suit will be instituted upon the bond.

DATED this 3 day of April, 1985.

STAR RENTALS, INC.

By: Harold Wall
Harold Wall, Manager and
Vice President

RECEIVED
APR 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

April 8, 1985

CERTIFIED MAIL, Receipt No. P551 528 888
RETURN RECEIPT REQUESTED

Barbara Roberts
Secretary of State
State Office Bldg.
Salem, Oregon 97301

Re:

Project/Contract Name:	Yaquina Bay Bridge, Contract No. 9718
Prime Contractor for Project:	Beaver Enterprises, Inc.
Claimant's Contract with:	Beaver Enterprises, Inc.
Surety:	Allied Fidelity Insurance Company
Bond No.:	AC 041331 (Also note Supplemental Performance Bond dated October 18, 1983)
Claimant:	Star Rentals, Inc.
Amount	$1,671.44 together with lawful interest thereon

Dear Ms. Roberts:

Enclosed please find the original Notice of Claim to be filed on the above public works project on behalf of my client Star Rentals, Inc.

Very truly yours,

Michael J. Scott

MJS:kd
Enc.
cc Star Rentals, Inc.
Auditor or Clerk, State of Oregon
Dept. of Transportation
Beaver Enterprises, Inc.
Allied Fidelity Insurance Company

RECEIVED
APR 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

April 8, 1985

CERTIFIED MAIL, Receipt No. P551 528 890
RETURN RECEIPT REQUESTED

Allied Fidelity Insurance Company
200 S. Manchester Ave., Suite 508
Orange, California 92668

Re: Project/Contract Name: Yaquina Bay Bridge, Contract No. 9718
Prime Contractor for Project: Beaver Enterprises, Inc.
Claimant's Contract with: Beaver Enterprises, Inc.
Surety: Allied Fidelity Insurance Company
Bond No.: AC 041331 (Also note Supplemental Performance Bond dated October 18, 1983)
Claimant: Star Rentals, Inc.
Amount $1,671.44 together with lawful interest thereon

Dear Ladies and Gentlemen:

Enclosed please find a copy of the Notice of Claim which has been filed on the above public works project on behalf of my client Star Rentals, Inc.

Very truly yours,

Michael J. Scott

MJS:kd
Enc.
cc Star Rentals, Inc.
Beaver Enterprises, Inc.
Clerk or Auditor, State of Oregon
Dept. of Transportation

RECEIVED
APR 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

April 8, 1985

CERTIFIED MAIL, Receipt No. P551 528 891
RETURN RECEIPT REQUESTED

C. R. Williams, Reg. Agent
Beaver Enterprises, Inc.
18220 N.W. Walker Rd.
Beaverton, Oregon 97005

Re:	Project/Contract Name:	Yaquina Bay Bridge, Contract No. 9718
	Prime Contractor for Project:	Beaver Enterprises, Inc.
	Claimant's Contract with:	Beaver Enterprises, Inc.
	Surety:	Allied Fidelity Insurance Company
	Bond No.:	AC 041331 (Also note Supplemental Performance Bond dated October 18, 1983)
	Claimant:	Star Rentals, Inc.
	Amount	$1,671.44 together with lawful interest thereon

Dear Mr. Williams:

Enclosed please find a copy of the Notice of Claim which has been filed on the above public works project on behalf of my client Star Rentals, Inc.

Very truly yours,

Michael J. Scott

MJS:kd
Enc.
cc Star Rentals, Inc.
Allied Fidelity Insurance Company
Clerk or Auditor, State of Oregon
Dept. of Transportation

RECEIVED
APR 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0059

9711

FILED
MAR 25 1985
BARBARA ROBERTS
SECRETARY OF STATE

March 21, 1985

Green Electric
236 S.W. 11th
Newport, OR 97365

CON 5
#9718

Gentlemen or Ladies:

This will acknowledge your letter dated March 14, 1985, with invoices, filing a claim against the following Highway Division contract:

FILED BY:	Green Electric
AMOUNT:	$406.72 including interest
AGAINST (Prime contractor)	Beaver Enterprises, Incorporated
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Company
AGENT:	Dennis V. Gilbert

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also froward it to the Secretary of State for filing.

Green Electric
March 21, 1985
Page 2

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Beaver Enterprises, Inc.
Rt. 1, Box 122
McMinnville, OR 97128

Allied Fidelity Insurance Co.
2532 S.E. Hawthorne Blvd.
Portland, OR 97214

Allied Fidelity Insurance Co.
c/o Northwest Bonding Co.
Attn: Dennis Gilbert
P.O. Box 1448
Beaverton, OR 97005

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

TED ON CARD

4-4-85 kjm

RECEIVED
MAR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GREEN ELECTRIC

Shop Address: 123 NE 8th
Mailing Address: 236 SW 11th
NEWPORT, OREGON 97365
Phone 265-2671

CUSTOMER'S ORDER NO.	PHONE	DATE
		9-11-84

NAME Beaver Painting
ADDRESS

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RET'D.	PAID OUT	

QTY.	DESCRIPTION	PRICE	AMOUNT
~~7~~			
6	500T3QCL 130v.	45.00	153.00
	500w. Westinghouse		
	Yaquina Bay Bridge Project		
		TAX	
RECEIVED BY		TOTAL	153.00

0408

All claims and returned goods MUST be accompanied by this bill.

Thank You

8-9-28

GREEN ELECTRIC
Shop Address: 123 NE 8th
Mailing Address: 236 SW 11th
NEWPORT, OREGON 97365
Phone 265-2671

CUSTOMER'S ORDER NO.	PHONE	DATE
		7-31-84

NAME Beaver Printing
ADDRESS

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RET'D.	PAID OUT

QTY.	DESCRIPTION	PRICE	AMOUNT
	[illegible]		
105'	14-3 S cord	120 75/100	75 00
2	4sq. Boxes	1 97	3 60
2	RS-8 4sq covers	1 66	3 00
2	cord caps	3 60	6 00
2	3/8" ex conn	36	60
4	5320 I recpt.	2 00	8 00
	LABOR		18 00
	Yaquina Bay Bridge Project		
		TAX	
RECEIVED BY		TOTAL	114 20

6368

All claims and returned goods MUST be accompanied by this bill.

Thank You

Yshe-Doy

8-9-4-84

GREEN ELECTRIC
Shop Address: 123 NE 8th
Mailing Address: 236 SW 11th
NEWPORT, OREGON 97365
Phone 265-2671

CUSTOMER'S ORDER NO.	PHONE	DATE

NAME Beaver Printing
ADDRESS

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RET'D.	PAID OUT

QTY.	DESCRIPTION	PRICE	AMOU
250'	16/3 S cord		110
	Cordhound		7 50
	Yaquina Bay Bridge Project		
		TAX	
RECEIVED BY		TOTAL	117 50

6340

All claims and returned goods MUST be accompanied by this bill.

Thank You

8-9-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 20, 1985

In Reply Refer to
File No.:

CON 5

Allied Fidelity Insurance Co.
200 South Manchester Avenue
Suite 508
Orange, CA 92668

Attn: Ms Holly Greene

RECEIVED
STATE HWY ENGR
MAR 21 '85
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Dear Ms Greene:

NOTED
W. E. SCHWARTZ

Re: Beaver Enterprises, Inc.
Bond #AC 041331
Yaquina Bay Bridge Painting
Contract No. 9718

As requested during our telephone conversation yesterday, we have enclosed a copy of the contract termination letter to Beaver Enterprises, Inc. Also we have listed information pertinent to the contract payment and work remaining as follows by bid item:

Bid Item	Work Remaining	Funds Remaining
#1 Mobilization		None
#2 Special PL & PD		None
#3 Temporary Protection of Traffic		None
#4 Flagman		$ 83,277.00
#5 Replace rivets	None	None
#6 Clean & Paint Bridge	All (none complete)	$130,585.65
Price Agreement - Added Traffic Control		$ 53,293.72
Total contract funds remaining		$267,146.37

I would also like to advise you that the structural steel is continuing to deteriorate at a rapid rate and we feel that the protective work must be completed this season. The contractor did some sandblasting and chipping

Form 734-3122

last year but those areas were not adequately protected and the condition of the structural steel at this time is in worse condition than it was before he began work.

We feel that it would be advantageous if your representative could meet with us at an early date to make an on-site inspection and develop a strategy to insure that all work is completed this construction season.

Sincerely,

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

OBJ:GH:mk

Encl.

bc: Jack Sollis
William Cloran
W. E. Schwartz ✓
Walt Hart
William Anhorn
Charles Elroy
Claim File

03202M

CL 1985-0042

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 7 1985
BARBARA ROBERTS
SECRETARY OF STATE

March 5, 1985

IN REPLY REFER TO FILE NO.: CON 5
#9718

Fred B. Miller
Attorney At Law
1020 Pacific Building
520 S.W. Yamhill Street
Portland, OR 97204

Dear Mr. Miller:

This will acknowledge your letter of February 12, 1985 on behalf of your client, La Grand Industrial Supply Company, concerning the following Highway Division contract. We will file your letter as a claim.

FILED BY:	La Grand Industrial Supply Company
AMOUNT:	$4,204.83
FOR:	Sand sold and delivered
AGAINST (Prime contractor)	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Company
AGENT:	Dennis V. Gilbert

[illegible] ON CARD
3-20-85 gr

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0146

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Beaver Enterprises, Inc.
Route 1, Box 122
McMinnville, OR 97128

Allied Fidelity Insurance Co.
P.O. Box 20112
Indianapolis, Indiana 46220

Allied Fidelity Insurance Co.
c/o Northwest Bonding Company
Attn: Dennis Gilbert
P.O. Box 1448
Beaverton, OR 97005

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FRED B. MILLER
ATTORNEY AT LAW
1020 PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
AREA CODE 503-222-9467

February 12, 1985

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Gormsen:

My client La Grand Industrial Supply Co. wishes to make claim against the Public Works Bond posted in connection with the Newport Bridge Project at Newport, Oregon. The total amount claimed is $4,204.83 on account of bulk sand sold and delivered to Bob Williams doing business as Beaver Painting. The address for Mr. Williams is Route 1, Box 122, McMinnville, Oregon 97128. The sand was sold and delivered to Mr. Williams for use in performance of his contract respecting the Newport Bridge. The total amount claimed includes the reasonable cost of the sand furnished plus pallets, bags, and freight. All credit due has been granted.

Please furnish me the contract number, surety company, prime contractor, and other information needed to prepare and submit the claim for my client under ORS 279.528. Alternatively, please prepare and submit the claim to all parties entitled, and send a copy to my attention.

Very truly yours,

Fred B. Miller

FRED B. MILLER

FBM:ljf

cc: La Grand Industrial Supply Co.

RECEIVED
FEB 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 27, 1985

In Reply Refer to File No.: CON 5

Beaver Enterprises, Inc.
Route 1, Box 122
McMinnville, OR 97128

Gentlemen:

Re: Yaquina Bay Bridge (Painting)
Contract No. 9718

The Transportation Commission at its meeting on February 26, 1985, accepted my certification that sufficient cause exists to terminate your employment under this contract in accord with Section 108.11 of the contract provisions. Accordingly, you are hereby notified that your employment under this contract is terminated effective March 10, 1985.

This action is taken without prejudice to any other right or remedy available to the Transportation Commission relative to this contract.

Sincerely,

E. S. Hunter for
H. S. Coulter
State Highway Engineer

cc Dennis Gilbert
Allied Fidelity Insurance Co.
c/o Northwest Bonding Company

bc Fred Miller
Robert Gormsen
Jack Sollis
W. E. Schwartz
Robert Bothman
E. S. Hunter
C. O. Fredrickson
William Cloran
William Anhorn
Charles Elroy
George Bell
Walter Hart

COF:mk/ESH:ja

RECEIVED
FEB 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

N [illegible] 7
[illegible]

In Reply Refer to
File No.: CON 5

DATE: February 25, 1985

TO: OREGON TRANSPORTATION COMMISSION

H S Coulter

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Contract Termination
Yaquina Bay Bridge (Painting)
Contract No. 9718

This $248,980.00 contract for maintenance painting was awarded on September 26, 1983 to Beaver Painting Company. The contract provided for painting the above deck portion of span 2 and replacement of some damaged rivets with high strength bolts.

The contractor has received advance payments of $14,297.40 for material stored in close proximity to the project in accordance with Section 109.10 of the contract Standard Specifications. During the winter shutdown period it came to our attention that the material was no longer stored at the agreed site. Beaver Painting Company has not responded to our written instruction to return the advance payments.

Your approval is recommended to terminate this contract in accordance with Section 108.11 of the contract Standard Specifications.

HSC:mk

cc: C. O. Fredrickson
Jack Sollis

02259M

Form 734-3122

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: February 25, 1985

O. B. Jackmond

FROM: For C. O. Fredrickson
Construction Engineer

SUBJECT: Contract Termination
Yaquina Bay Bridge (Painting)
Contract No. 9718

Beaver Painting Company, contractor on the subject project, has violated the terms of this contract to the extent that it now becomes necessary to recommend termination in accord with Section 108.11 of the contract provisions.

This contract was awarded September 26, 1983 with the intention of cleaning and painting above deck steel in span 2 and replacing damaged rivets with high strength bolts.

The contractor received advance payment of $16,454 for material on hand. Material valued at $2,156.60 has been incorporated in the project leaving a current advance payment of $14,297.40 for materials on hand. The provisions of Standard Specification 109.10 requiring storage in close proximity to the jobsite and a permit of entry to the storage site were met before the contractor received advance payments.

The contractor has removed all material from the approved storage site and has not responded to written instructions to return the $14,297.40 advanced for missing material.

It is my recommendation that the present contract with Beaver Painting Company be terminated in accord with Section 108.11 of the Standard Specifications for this contract. Said Section 108.11 states in part...

> "If the contractor should be adjudged a bankrupt,....or persistently disregard laws, ordinances or the instructions of the engineer, or otherwise be guilty of a substantial violation of any provision of the contract, then the Commission, upon the certificate of the engineer that sufficient cause exists to justify such action, may, without prejudice to any other right or remedy and after giving the contractor and his surety 7 days written notice, terminate the employment of the contractor and take possession of the premises and of all materials whether on the premises or not, on which the contractor has received partial payment under subsection 109.10, and finish the work by whatever method it may deem expedite."

Completion of this project during the 1985 construction season is necessary. Many sections of the structure are not adequately protected because the specified paint thickness has not been applied. If the surety does not assume responsibility for completion of the contract, it will be necessary to immediately take action to complete the project.

Appropriate records will be maintained and we will look to the original contractor, Beaver Painting Company, Inc., and his surety for any added costs to complete this work. Final settlement with Beaver Painting Company, Inc., will be sought in accord with the provisions of Section 108.11 of the contract specifications which state in part:

> "In the event action as above indicated is taken by the Commission, the contractor, or his surety, shall provide the engineer with immediate and peaceful possession of all of the said materials, tools and appliances located on the premises, as well as all other materials whether on the premises or not, on which the contractor has received any partial payment under subsection 109.10. Further, the contractor shall not be entitled to receive any further payment until the work is completed. On completion of the work, determination shall be made by the engineer of the total amount the contractor would have been entitled to receive for the work, under the terms of the contract, had he himself completed the work. If the difference between said total amount and the sum of all amounts previously paid to the contractor, which difference will hereinafter be called the "unpaid balance", exceeds the expense incurred by the Commission in completing the work, including expense for additional managerial and administrative services, such excess will be paid to the contractor, with the consent of the surety. If, instead, the expense incurred by the Commission exceeds the unpaid balance, the amount of the excess shall be paid to the Commission by the contractor or his surety. The expense incurred by the State as herein provided, and the damage incurred through the contractor's default, shall be as determined and certified by the engineer."

A rough draft letter to the Transportation Commission is enclosed for your consideration.

COF:KLM:mk

cc: Jack Sollis
Bill Cloran
William Anhorn
Charles Elroy

02258M

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 7, 1985

In Reply Refer to
File No.:
CON 5

Beaver Painting Co.
Route 1, Box 122
McMinnville, OR 97128

Attn: Charles Williams
President

Re: Yaquina Bay Bridge (Painting)
Oregon Coast Highway
Lincoln County
Contract No. 9718
Advances on Materials

You were advanced payments for material on hand in accordance with Section 109.10 of the Oregon Standard Specifications for Highway Construction, 1974 Edition. Paragraph 109.10(d-1) of this Specification states:

> "Materials must be acceptably stored or stockpiled on the project or in close proximity thereto on State-owned property or on property in close proximity to the project for which the contractor has furnished the State a written permit from the owner of the property giving the State the right to enter upon and remove the materials therefrom for a period of not less than six months after completion of the project."

The material for which you received advance payment is no longer acceptably stored in close proximity to the project.

You are hereby instructed to return the $14,297.40 you have received for material on hand or reach a resolution of this problem with Mr. Charles Elroy no later than 5:00 p.m., February 20, 1985.

Should you choose to disregard the instructions in this letter, the provisions of Section 108.11 in the Standard Specifications will be enforced and this contract will be terminated for default.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

cc: Allied Fidelity Insurance Co.
c/o Northwest Bonding Company
P. O. Box 1448
Beaverton, OR 97005
Attn: Dennis Gilbert

bc: E. O. Fredrickson
William Anhorn
Charles Elroy
Walt Hart

CL1985-0016

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 31 1985
BARBARA ROBERTS
SECRETARY OF STATE

January 30, 1985

IN REPLY REFER TO FILE NO.:
CON 5
#9718

Star Rentals & Sales
1735 Southeast Union
Portland, OR 97214

Attention: Harold Wall
Vice President

Gentlemen or Ladies:

This will acknowledge your letter of January 22, 1985, with attached invoices filing a claim against the following Highway Division contract:

FILED BY:	Star Rentals
AMOUNT:	$1,671.44
FOR:	Equipment rental
AGAINST (Prime contractor)	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge Section, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Co.
AGENT:	Dennis V. Gilbert

[illegible]
3-20-85 ja

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 5 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Beaver Enterprises, Inc.
Route 1, Box 122
McMinnville, OR 97128

Allied Fidelity I[illegible]
c/o Northwest Bonding Company
Attn: Dennis Gilbert
PO Box 1448
Beaverton, OR 97005

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

STAR RENTALS

22 January 1985

Mr. Robert Gormsen
State of Oregon
Commissions Services
121 Transportation Building
Salem, Oregon 97310

Re: Beaver Enterprises
Contract #9718

Dear Mr. Gormsen:

Beaver Enterprises was furnished with rental equipment by Star Rentals, Inc. for use on the Yaquina Bridge project in Newport, Oregon on 10/1/84. Said equipment was returned 10/31/84.

Enclosed are copies of the unpaid rental billings for the equipment. Star Rentals, Inc. intends to file a claim demanding payment of this delinquent account totalling $1671.44.

Your cooperation in this matter would be greatly appreciated.

Yours truly,

Harold Wall
Harold Wall
Vice President

cc: Allied Fidelity Insurance Co.
c/o N.W. Bonding Co.
PO Box 1448
Beaverton, Oregon 97005

HW/sja

RECEIVED
JAN 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STAR RENTALS, INC. OF OREGON ☆ 1735 Southeast Union ☆ PORTLAND, OREGON 97214
Telephone 234-0631 ☆ Area Code 503

STAR RENTALS

1735 SOUTHEAST UNION
PORTLAND, OREGON 97214
TELEPHONE 234-0631

4748 FRANKLIN BOULEVARD
EUGENE, OREGON 97403
TELEPHONE 726-6575

RENTAL INVOICE

-02
RO 81008

CUSTOMER P.O. NO.	JOB NUMBER	SHIPPED 10-1-84	✓ A.M. / P.M.	VIA Del
LESSEE BEAVER PAINTING	CUSTOMER I.D. 206790	RETURNED 10-31-84	3 A.M. / [✓ P.M.]	CUSTOMER'S TELEPHONE
ADDRESS 18220 N W WALKER RD		EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT YAQUINA BRIDGE		
CITY, STATE, ZIP CODE BEAVERTON, OR 97006		HWY 101 THRU NEWPORT		
THIS EQUIPMENT TO BE RETURNED TO STAR RENTALS, INC., AT THE ADDRESS RENTED FROM ON OR BEFORE / /	☑ NET 10th ☐ DEPOSIT ☐ CHECK/CASH	CITY NEWPORT	STATE OR	

QUANTITY	DESCRIPTION
	BOB 265-3472
1	40' ~~SNORKEL~~ Fabtek ~~P~~ S-4479
1	Safety Belt W/Lanyard @ 40.00

TERMS AND CONDITIONS OF OUR RENTAL AGREEMENT

AGREED VALUE	AGREED RENTAL RATE F.O.B. LESSOR'S PLANT, PAYABLE IN ADVANCE
$	$ DAY $ WEEK $ 1350.00 MONTH $ MINIMUM

1. RENTAL RATES: Rental rates are based on one eight-hour shift per day. Additional shifts will be charged at one-half the basic rental rate. No option to purchase is contained in this agreement.

2. NO INSURANCE: STAR RENTALS, INC. PROVIDES NO INSURANCE REGARDING DAMAGE OR LOSS OF THE EQUIPMENT NOR DOES IT PROVIDE LIABILITY INSURANCE. ANY INSURANCE REGARDING THE LEASED EQUIPMENT IS THE RESPONSIBILITY OF THE LESSEE.

3. DISCLAIMER OF ALL WARRANTIES: THERE IS NO IMPLIED WARRANTY OF MERCHANTABILITY, NO IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, AND NO OTHER WARRANTY, EXPRESS OR IMPLIED, APPLICABLE TO THE LEASED EQUIPMENT. NO FURTHER WARRANTY SHALL BE IMPLIED BY LAW.

THE PARTICULAR QUALITIES AND CHARACTERISTICS OF THE LEASED EQUIPMENT WHICH ARE NOT BEING WARRANTED ARE EACH AND EVERY OPERATING CHARACTERISTIC AND QUALITY OF THE EQUIPMENT, INCLUDING, BUT NOT LIMITED TO, THE EQUIPMENT'S PERFORMANCE ABILITY, ITS PRESENT STATE OF REPAIR, ITS CONDITION AND MAINTENANCE AND ITS ABILITY TO FUNCTION IN ANY RESPECT.

IT IS AGREED THAT THE RENTAL RATE IS BASED ON LESSEE TAKING THE EQUIPMENT "AS IS" AND THEREFORE LESSEE AGREES TO ASSUME THE ENTIRE RISK AS TO THE QUALITY OF THE EQUIPMENT. ANY DESCRIPTION OF THE LEASED EQUIPMENT IS FOR IDENTIFICATION PURPOSES ONLY

4. LIMITATION OF REMEDIES: LESSEE AGREES THAT THE LIABILITY OF STAR RENTALS, INC. IS LIMITED TO THE REPAIR OR REPLACEMENT OF EQUIPMENT PARTS WHICH ARE DEFECTIVE UNDER NORMAL USE. IN NO EVENT, HOWEVER, SHALL THE LIABILITY OF STAR RENTALS, INC. EXCEED THE SUM OF RENTAL PAYMENTS ACTUALLY MADE BY LESSEE.

LESSEE AGREES THAT THE FOREGOING SHALL BE ITS SOLE AND EXCLUSIVE REMEDY AGAINST STAR RENTALS, INC., AND THAT NO OTHER REMEDY SHALL BE AVAILABLE TO IT. THUS, IT IS AGREED THAT THE REMEDIES WHICH ARE NOT AVAILABLE TO LESSEE INCLUDE, BUT ARE NOT LIMITED TO, INCIDENTAL OR CONSEQUENTIAL DAMAGES FOR LOST PROFITS, LOST SALES, INJURY TO PERSON OR PROPERTY, OR ANY OTHER INCIDENTAL OR CONSEQUENTIAL LOSS, OR ANY OTHER DIRECT, INDIRECT OR SPECIAL DAMAGE OF ANY KIND

IMPORTANT: Items 5 through 20 of this agreement are on the reverse side of this form. The face and reverse sides contain the complete agreement between the parties.

FROM TO	$	
DIESEL		
ADDITIONAL CHARGES:		
Safety Belt	40	—
	30	5
CARTAGE OUT		
CARTAGE IN		
GAS 8.8	11	44
TOTAL	51	.44

STAR RENTALS INC
BY

LESSEE
BY Larry Powell

INVOICE

STAR RENTALS

1735 SOUTHEAST UNION
PORTLAND, OREGON 97214
TELEPHONE 234-0631

4745 FRANKLIN BOULEVARD
EUGENE, OREGON 97403
TELEPHONE 726-6575

RENTAL INVOICE

-01
RO 81008

CUSTOMER P.O. NO.	JOB NUMBER	SHIPPED 10-1-84	✓ A.M. P.M.	VIA [illegible]
LESSEE BEAVER PAINT INC	CUSTOMER I.D. 306290	RETURNED	A.M. P.M.	CUSTOMER'S TELEPHONE
ADDRESS 18220 NW WALKER RD		EQUIPMENT WILL BE KEPT IN LESSEE'S POSSESSION AT YAQUINA BRIDGE		
CITY, STATE, ZIP CODE BEAVERTON, OR 97006		HWY 101 THRU New		
THIS EQUIPMENT TO BE RETURNED TO STAR RENTALS, INC., AT THE ADDRESS RENTED FROM ON OR BEFORE _/_/_	☒ NET 10th ☐ DEPOSIT ☐ CHECK/CASH	CITY NEWPORT	STATE OR	

QUANTITY	DESCRIPTION
	BOB 265-3772
1	40' ~~[illegible]~~ Fabtek R-
1	safety Belt W/Lanyard @ 40.00

TERMS AND CONDITIONS OF OUR RENTAL AGREEMENT

AGREED VALUE	AGREED RENTAL RATE F.O.B. LESSOR'S PLANT, PAYABLE IN ADVANCE
$	$ DAYS WEEKS 1350.00 MONTHS $ MINIMUM

1. RENTAL RATES. Rental rates are based on one eight hour shift per day. Additional shifts will be charged at one half the basic rental rate. No option to purchase is contained in this agreement.

2. NO INSURANCE. STAR RENTALS, INC. PROVIDES NO INSURANCE REGARDING DAMAGE OR LOSS OF THE EQUIPMENT NOR DOES IT PROVIDE LIABILITY INSURANCE. ANY INSURANCE REGARDING THE LEASED EQUIPMENT IS THE RESPONSIBILITY OF THE LESSEE.

3. DISCLAIMER OF ALL WARRANTIES. THERE IS NO IMPLIED WARRANTY OF MERCHANTABILITY, NO IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, AND NO OTHER WARRANTY EXPRESS OR IMPLIED APPLICABLE TO THE LEASED EQUIPMENT. NO OTHER WARRANTY SHALL BE IMPLIED BY LAW.
THE [illegible] QUALITIES AND CHARACTERISTICS OF THE LEASED EQUIPMENT WHICH ARE NOT BEING WARRANTED ARE EACH AND EVERY OPERATING CHARACTERISTIC AND QUALITY OF THE EQUIPMENT INCLUDING BUT NOT LIMITED TO THE EQUIPMENT'S PERFORMANCE ABILITY, ITS PRESENT STATE OF REPAIR, ITS [illegible] MAINTENANCE AND ITS ABILITY TO FUNCTION IN ANY RESPECT.
IT IS AGREED THAT THE RENTAL RATE IS BASED UPON LESSEE TAKING THE EQUIPMENT "AS IS" AND THEREFORE LESSEE AGREES TO ASSUME THE ENTIRE RISK AS TO THE QUALITY OF THE EQUIPMENT. ANY DESCRIPTION OF THE LEASED EQUIPMENT IS FOR IDENTIFICATION PURPOSES ONLY.

4. LIMITATION OF REMEDIES. LESSEE AGREES THAT THE LIABILITY OF STAR RENTALS, INC. IS LIMITED TO THE REPAIR OR REPLACEMENT OF EQUIPMENT PARTS WHICH ARE [illegible] UNDER NORMAL [illegible]. IN NO EVENT, HOWEVER, SHALL THE LIABILITY OF STAR RENTALS, INC. EXCEED THE SUM OF RENTAL PAYMENTS [illegible] MADE BY LESSEE.
LESSEE AGREES THAT THE FOREGOING SHALL BE THE SOLE AND EXCLUSIVE REMEDY AGAINST STAR RENTALS, INC. AND THAT NO OTHER REMEDY SHALL BE AVAILABLE [illegible] THIS. IT IS AGREED THAT THE REMEDIES WHICH ARE NOT AVAILABLE TO THE LESSEE INCLUDE BUT ARE NOT LIMITED TO INCIDENTAL OR CONSEQUENTIAL DAMAGES, LOST PROFITS, LOST SALES, INJURY TO PERSON OR PROPERTY OR ANY OTHER INCIDENTAL OR CONSEQUENTIAL [illegible] ANY OTHER DIRECT, INDIRECT OR SPECIAL DAMAGE OF ANY KIND.
IMPORTANT: Items 5 through 20 of this agreement are on the reverse side of this form. The face and reverse side contain the complete agreement between the parties.

10.1.84 / 11.1.84	$1350.00
DAMAGE	
ADDITIONAL CHARGES:	
CARTAGE OUT	270.00
CARTAGE IN	
TAX	
TOTAL	1620.00

STAR RENTALS INC
BY

LESSEE
BY

9718

October 26, 1984

Mr. Charles P. Denkers
Attorney for Beaver Enterprises, Inc.
732 SW Third, Suite 304
Portland, OR 97204

CON 5
#9718

Dear Mr. Denkers:

Enclosed is the assignment of claim which you submitted to the Department.

The attached form requires that the assignment of claim must be approved by the surety.

We will process the assignment as soon as it is signed by the surety. Our address is 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:kjm
Enclosure
cc: Allied Fidelity Insurance Co.
c/o Northwest Bonding Company
Attn: Dennis Gilbert
PO Box 1448
Beaverton, OR 97005

Beaver Enterprises, Inc.
Route 1, Box 122
McMinnville, OR 97128

bc: Highway Accounting (Attn: Jan Peterson)

4/16/85
form never
returned
for
[illegible]

ASSIGNMENT OF CLAIM

Contract No.: 9718

FOR THE CONSIDERATION OF foregoing realization of a perfected security interest in favor of the Canadian Imperial Bank; Beaver ~~($) Dollars, paid,~~ Enterprises, dba Beaver Painting Company hereby sell, assign and transfer the within claim for the amount of ten percent (10%) of each progress payment made by the State of Oregon to Beaver Enterprises, dba Beaver Painting pursuant to contract #9718 regarding maintenance painting on the Yaquina Bay Bridge located within Lincoln County, State of Oregon to The Canadian Imperial Bank of Commerce and autnorize and empower said State of Oregon, Department of Transportation to act as agent for Beaver Enterprises, Inc., dba Beaver Painting Company and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this 12 day of Oct, 1984

Executed in the presence of us as witnesses:

Charles P. Denkers
Attorney for Beaver Enterprises, Inc.

CONTRACTOR

SURETY

734-1204(1-84)

47-8

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 17, 1984 MAI

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Bridge Maintenance Painting Contracts

1 copy
MAI
#9825

The last paragraph of the attached memo from Marty Laylor points out a problem that has been with us for some time. The practice of assigning bridge maintenance contracts to the local Project Manager too often fails to give the Department what it contracts for.

The present day high-performance coating systems require that both the contractor and the owner's representative have a reasonably good understanding of those systems. The state's project managers and too often the on-the-job inspectors simply do not have that background. The results are contract disputes, poor performance and cost over-runs. These problems are particularly apparent on the current Yaquina Bay Bridge maintenance painting contract.

The suggestion of certralized responsibility for bridge painting contracts has been discussed internally previously. I believe it has merit and should be given further consideration.

WJH:jrb

Attachment

cc /w/ attachment: Jack Sollis

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Walt Hart

NOTED
E. S. HUNTER
10-22-84

I agree. Please proceed to define the job and how to proceed. So advise Const. Sect. Regions, etc.
ESH

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

TO: Memo to the File

DATE: October 5, 1984

FROM: H. M. Laylor
Research Project Coordinator

SUBJECT: Painting on the Salmon River
Bridge Prefix 20-1171

On September 27, 1984 Doug Eakin and I met with Bill Bangert, and Dave Harmon and we were later joined by Bill Quinn and Doug Greene at the above named project to examine the results of the dry-spray problem that had occurred during the application of the high-build vinyl. The dry-spray was found to be excessive in both amount and degree. Other minor problems observed were chalking, pinholing, solvent bubbles in the film, some entrapped sand particles in the film, and poor coalescense of the film.

The problems, with the exception of the sand, are attributable to either an improper solvent blend used in the manufacture of the paint or improper thinning on the jobsite by the painters. In either case the result is the presence of surface discontinuities in the paint film which reduces the effectiveness of the film to perform as a true barrier coat; thus, some reduction in performance of the paint system can be expected. My observations of the conditions that led up to the problems are as follows:

Inspection:

The inspector was not familiar with vinyl paints or application of vinyls; consequently, when problems arose he had no way of recognizing them. A second difficulty that occurred was that documented field samples of the paint were not taken and submitted to the lab; consequently, improper thinning can not be differenciated from a material deficiency.

Contractor:

The contractor, an experienced bridge painter, was not familiar with vinyl systems and not familiar with what our inspectors normally find acceptable. When problems arose and there were no complaints from the inspectors, the contractor continued until the application problems were affecting production. Thinning was then done but, apparently, the wrong thinners were used since the problem persisted.

Specifications:

The specifications require that no thinning of the final coat be permitted. In the past this has not been a problem since the materials that

RECEIVED
OCT -5 1984
BRIDGE SECTION

81-125-1367

were being supplied were manufactured with all slow solvents. Now that more suppliers are manufacturing paints for us, we are seeing a much greater variety of solvent blends and other philosophies of vinyl formulation. These other formulations meet our specifications but will require us to have more flexibility in our attitude toward thinning. Consequently, a revision of the thinning requirement should be considered.

In view of the above considerations this paint job should probably be accepted as being marginal and be noted as being lower in quality than we are accustomed to receiving.

Materials from the same manufacturer are being supplied to a painting project at Winston. The project manager has been made aware of the problem and has been notified by the lab as to which thinners are acceptable for controlling the dry-spray problem.

This problem again points to the need of having a capable, well trained inspector that, at the very least, would be able to visit the various painting sites throughout the State on a weekly basis. This would not eliminate the need to have a trained inspector at the jobsite but would complement the regular inspectors by giving them further on-the-job training and making them more capable bridge painting inspectors.

cc: Gordon Beecroft
Jim Gix
Walt Hart
C. O. Fredrickson
Jack Sullivan
Doug Greene
Bill Bangert
John Wood

9718

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 12, 1984

In Reply Refer to
File No.:

CON 5

Beaver Painting Co.
Route 1, Box 122
McMinnville, OR 97128

Time Extension Request
Yaquina Bay Bridge Maintenance Painting
Contract No. 9718

Your request for additional contract time in which to complete the above project has been very carefully reviewed. You have requested an additional 30 workdays of contract time due to an overrun in the quantity of rivets to be removed and replaced under Bid Item No. 5, bad weather during the no time charge period, and contract adjustments made under Price Agreement No. 1.

Rivet replacement is substantially accomplished during non-chargeable time periods. There is sufficient time available to accomplish this work and an increase in contract time is not warranted. Bad weather is anticipated in the contract and is the reason for counting contract time on a "workday" basis. Bad weather during no time charge periods is not a valid reason for adjustment of contract time. Contract adjustments made under Price Agreement No. 1 included compensation for an additional work shift and has not delayed project completion.

Your request for additional contract time is denied. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Charles Elroy.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
D. O. Christensen/att.
Chuck Elroy/att.

TE/108

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
CONSTRUCTION ENGINEER

DATE: October 5, 1984

FROM: Ted Litchfield
REGION II CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Yaquina Bay Bridge Maintenance Painting
Oregon Coast Highway
Lincoln County
Contract No. 9718

You will find attached, the contractors request for an extension of contract time for the above captioned project. You will also find attached a copy of Don Jordan's letter to me dated September 27, 1984, in which he discusses the reasons for a time extension expressed by Beaver Painting Company, and recommends no time extension be granted.

The items that have been changed in the contract are the number of rivets to be removed and replaced with bolts has been increased from 1000 to approximately 3000. Also the execution of Price Agreement No. 1, which pays the contractor $97,535.64 for additional staging and work required to allow two-way traffic on the bridge between noon and 6:00 p.m., between June 29, 1984 and October 1, 1984.

I discussed the philosophy used in establishing the 120 work days specified in the contract with Walt Hart. It was the intent that the rivets be replaced during non-chargeable days which are set forth in the specifications, Article 108.08 (a) as quote, "Saturdays, Sundays and legal Holidays within the period, May 1st to November 30th inclusive of every year", and all days between November 30th and May 1st of every year. Even though we have tripled the amount of rivets to be replaced, there is still time to accomplish this work during non-chargeable work days throughout the year. Price Agreement No. 1 established additional hours of the day for the contractor to work that should have improved the contractors productivity.

Therefore, I concur with the field recommendation that the time extension request of Beaver Painting should be denied.

TL:jms

c: C. W. Elroy
W. J. Hart

10-11-84
W.E. Schwartz -

I concur with Region and Proj. Mgr. and recommend that this request be denied.

O. B. Jackman

CE____CAE____ **RECEIVED** LS____ TC____
COE____OM____ SA____ CC____
CA________ OCT 0 9 1984 FE________
CAM________ MA________
CP________ CONSTRUCTION OCS________
EEO________ SECTION FILE________

25-1307

9718

t

September 24, 1984

Glidden Coatings & Resins
P. O. Box 7710
San Francisco, CA 94120

CON 5
#9718

Attention: M. W. Kresse
Assistant Regional Credit Manager

Gentlemen or Ladies:

This will acknowledge your letter of September 14, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Glidden Coatings & Resins
AMOUNT:	$17,741.50
FOR:	Materials
AGAINST (Prime contractor)	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge Section, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Co.
AGENT:	Dennis V. Gilbert

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
slp 9-25-84

FKN:slp

cc: Beaver Enterprises, Inc.
Route 1, Box 122
McMinnville, OR 97128

Allied Fidelity Insurance Co.
2532 S. E. Hawthorne Blvd.
Portland, OR 97214

SCM GLIDDEN COATINGS & RESINS
SCM CORPORATION

1000 SIXTEENTH STREET • SAN FRANCISCO, CALIF. 94107

(415) 621-0200

September 14, 1984

The State of Oregon
Commission Services Department
121 Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

Re: State of Oregon Contract #9718
Yaquina Bay Bridge Maintenance Painting
Newport, Oregon

Gentlemen:

On May 17, 1984, we commenced furnishing paint materials to the referenced project upon the order of Beaver Enterprises, Inc. On July 6, 1984, we made our last shipment to that project and the total amount of materials furnished during that period of time amounts to $17,741.50. Due to the lack of any payment activity toward the invoices involved, this letter now serves as our formal claim against funds still due the general contractor, Beaver Enterprises, Inc., as well as against the bond issued for the project by North West Bonding Agency for Allied Fidelity Company under bond number AC041331.

Please direct any questions relating to this claim to the writer, and we appreciate the assistance of your commission in seeing that our claim is paid.

Sincerely,

MWKresse

M.W. Kresse
Assistant Regional Credit Manager

CERTIFIED
P 487 736 535
MAIL

MWK/ds

cc: North West Bonding Agency
P.O. Box 1448
Beaverton, Oregon 97075

Mr. Charles R. Williams
c/o Beaver Enterprises, Inc.
1808 N.E. Crest View Place
Newport, Oregon 97365

RECEIVED
[illegible] 20, 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DATE: July 23, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Yaquina Bay Bridge Section
Oregon Coast Highway, Lincoln County
Contract No. 9718

This state financed maintenance painting project is approximately 40 percent finished with completion presently anticipated in September 1985. It now appears that the final cost will exceed the project authorization by $378,300 or 133.9 percent.

Contract provisions restricted lane closures only on weekends and holidays, allowing the contractor to operate with one-way traffic and flagmen during the week. The economy of the area is heavily reliant on tourist-oriented facilities and interference with the free flow of traffic brought adverse reactions from local officials and from the public. An agreement was negotiated with the contractor to require accommodation of two-way traffic during all heavily travelled periods during the summer months. This agreement added more than $97,500 to the cost of the project. The cost of flagmen used during periods of one-way traffic has exceeded contract estimates by approximately $76,000. This includes time worked through the winter with a small crew while replacing rivets.

The heads on numerous rivets throughout the portion of the structure to be painted have been partially or completely destroyed by corrosion. The contract called for replacement of those where the damage exceeds safe limits, estimating the number requiring replacement at 1,000. The actual number encountered in the field is now estimated to be approximately 3,000 rivets. This additional work is expected to add $60,000 to the cost of the project.

The remainder of the anticipated overrun consists primarily of construction engineering costs expected to be incurred in order to complete the project. Administration of the contract to date has consumed 165 percent of the amount authorized for engineering. A large portion of that amount has been necessary in the exhaustive study and review of proposals in the negotiation process required in order to reach agreement in the provisions for the handling of traffic on the project. Additionally, the contractor has indicated his intention to operate two shifts daily until completion of the project, and the Project Manager has projected his costs on a worst-case scenario based on that announcement. The best estimate available at the time of the additional costs to properly monitor, inspect and document the work will add more than $134,000 to the cost of the project.

There are sufficient funds available in the category of work. No federal participation is involved.

I recommend that the authorization be increased by $378,300 to a new total of $660,892.30. This matter will be on the consent calendar for the July 31 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 19, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for increase in project authorization
Yaquina Bay Bridge Section
Oregon Coast Highway, Lincoln County
Contract No. 9718

This state financed maintenance painting project is approximately 40 percent finished with completion presently anticipated in September, 1985. It now appears that the final cost will exceed the project authorization by $378,300.00 or 133.9 percent.

Contract provisions for the contract restricted lane closures only on weekends and holidays, allowing the contractor to operate with one-way traffic and flagmen during the week. The economy of the area is heavily reliant on tourist-oriented facilities and interference with the free flow of traffic brought adverse reactions from local officials and from the public. An agreement was negotiated with the contractor to require accommodation of two-way traffic during all heavily travelled periods during the summer months. This agreement added more than $97,500.00 to the cost of the project. The cost of flagmen used during periods of one-way traffic has exceeded contract estimates by approximately $76,000.00. This includes time worked through the winter with a small crew while replacing rivets.

The heads on numerous rivets throughout the portion of the structure to be painted have been partially or completely destroyed by corrosion. The contract called for replacement of those where the damage exceeds safe limit, estimating the number requiring replacement at 1,000. The actual number encountered in the field is now estimated to be approximately 3,000 rivets. This additional work is expected to add $60,000.00 to the cost of the project.

The remainder of the anticipated overrun consists primarily of construction engineering costs expected to be incurred in order to complete the project. Administration of the contract to date has consumed 165 percent of the amount authorized for engineering. A large portion of that amount has been necessary in the exhaustive study and review of proposals in the negotiation process required in order to reach agreement in the provisions for the handling of traffic on the project. Additionally, the contractor has indicated his intention to operate two shifts daily until completion of the project, and the Project Manager has projected his costs on a worst-case scenario based on that announcement. The best estimate available at this time of the additional costs to properly monitor, inspect and document the work will add more than $134,000 to the cost of the project.

There are sufficient funds available in the category of work. No federal participation is involved.

Contains Recycled Materials

Attached is a rough draft letter to the Transportation Commission requesting an increase of $378,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
C. W. Elroy
B. M. Walton
W. F. Cobine

9715

June 27, 1984

Canadian Imperial Bank of Commerce
PO Box 69
Portland, OR 97207

CON 5
#9718

Attention: W. G. Jones
pro Manager

Gentlemen or Ladies:

You have requested that payments to Beaver Enterprises (our Contract No. 9718) be made to your bank.

Our procedures allow diverted payment only after we have an assignment of claim on our form, which is enclosed.

You will notice that this form must also be signed by the surety in addition to Beaver Enterprises.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:kjm
Enclosure
cc: Beaver Enterprises, Inc.
Rt. 1, Box 122
McMinnville, OR 97128

Allied Fidelity Insurance Co.
2532 SE Hawthorne Blvd.
Portland, OR 97214

Allied Fidelity Insurance Co.
c/o Northwest Bonding Company
Attn: Dennis Gilbert
PO Box 1448
Beaverton, OR 97005

PLEASE ADDRESS
REPLY TO
THE MANAGER

CABLE ADDRESS
"CANBANK"

315 S.W. FIFTH AVENUE
P.O. BOX 69
PORTLAND, OREGON 97207

CANADIAN IMPERIAL BANK
OF COMMERCE
MAIN BRANCH

June 11, 1984

Mr. C. O. Frederickson
Construction Engineer
1158 Chemeketa N.E.
Salem, Oregon 97301

Mr. V. E. Skoog
Highway Controller
434 Transportation Building
Salem, Oregon 97301

Mr. D. O. Christiansen
2960 East State Street
Salem, Oregon 97301

CE ...... CAE ...... RECEIVED LS ...... TC ......
COE ...... OM ...... SA ...... CC ......
CA ...... FE ......
CAM ...... JUN 15 1984 MA ......
CP ...... CONSTRUCTION QCS ......
EEO ...... SECTION FILE ......

Gentlemen:

Notice is hereby given that effective June 7, 1984, and until further notice, your payments to Beaver Enterprises due under contract #9718 for the painting of the bridge in Newport, Oregon, shall be paid to Canadian Imperial Bank of Commerce, P. O. Box 69, Portland, Oregon 97207.

The right of the undersigned to such payments arises as the result of the default by Beaver Enterprises, on a loan in the amount of $143,865.34 plus interest through May 31, 1984, in the amount of $31,924.22 with Canadian Imperial Bank of Commerce. Attached is a general assignment of accounts executed on July 24, 1979, by Beaver Enterprises for the benefit of Canadian Imperial Bank of Commerce to secure the money advanced by the Bank to Beaver Enterprises. The loan to Beaver Enterprises is also covered by a financing statement filed July 24, 1979, on behalf of the undersigned, whereby a perfected security interest was created in favor of the Canadian Imperial Bank of Commerce.

Thank you for your attention to this matter.

Yours very truly,

WG Jones

W. G. Jones
pro Manager

RECEIVED
JUN 18 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WGJ:11
enclosure

"OVER ONE HUNDRED YEARS OF SERVICE IN OREGON"

Form 73 75

(1) Insert branch address

GENERAL ASSIGNMENT OF ACCOUNTS, BILLS, SECURITIES, Etc.

Assignment executed this 24th day of July 19 79

(2) Insert full name and address of assignor

The undersigned (2) Beaver Enterprises, Inc. dba Beaver Painting Company
(Name)

of 13985 S.W. Farmington Rd., Beaverton, Oregon 97005
(Street) (City) (Province)

hereby assign(s) and transfer(s) to CANADIAN IMPERIAL BANK OF COMMERCE, (hereinafter called the "Bank"), as a general and continuing collateral security for payment of all existing and future indebtedness and liability of the undersigned to the Bank, wheresoever and howsoever incurred and any ultimate unpaid balance thereof, and as a first and prior claim upon the assigned premises, all debts, accounts, claims, moneys and choses in action which now are or which may at any time hereafter be due or owing to or owned by the undersigned, and also all securities, bills, notes and other documents now held or owned or which may be hereafter taken, held or owned by the undersigned or anyone on behalf of the undersigned in respect of the said debts, accounts, claims, moneys and choses in action or any part thereof, and also all books and papers recording, evidencing or relating to said debts, accounts, claims, moneys and choses in action or any part thereof.

PROVIDED ALWAYS that until default by the undersigned in payment of all or any part of the indebtedness and liability of the undersigned to the Bank, or until notice by the Bank to the undersigned to cease so doing (which notice shall be deemed to have been given when an envelope containing it addressed to the undersigned at the address given above for the undersigned is deposited, postage prepaid, in the Post Office), the undersigned may continue to collect, get in, and deal with said debts, accounts, claims, moneys and choses in action in the ordinary course of the business of the undersigned, but not otherwise

After giving the aforesaid notice or should the undersigned make default in the payment of all or any part of the indebtedness and liability of the undersigned to the Bank, the Bank may collect, realize or otherwise deal with the assigned premises in such manner and at such time or times as may seem to it advisable and (in case of such default) without notice to the undersigned, and any moneys received by the undersigned in respect of the assigned premises after such default or notice shall be received as trustee for the Bank and shall be forthwith paid over to the Bank by the undersigned. The amounts collected may be applied on account of such parts of the indebtedness and liability of the undersigned as to the Bank seems best without prejudice to its claims upon the undersigned for any deficiency. The Bank may grant extensions, take and give up securities, accept compositions, grant releases and discharges, and otherwise deal with the debtors of the undersigned and others and with the assigned premises and other securities as the Bank may see fit, without prejudice to the liability of the undersigned or the Bank's right to hold and realize this security.

The Bank shall not be liable or accountable for any failure to collect, realize or obtain payment of the assigned premises or any part thereof and the Bank shall not be bound to institute proceedings for the purpose of collecting, realizing, or obtaining payment of the assigned premises or any part thereof or for the purpose of preserving any rights of the Bank, the undersigned or any other person in respect of the same. The Bank may charge on its own behalf and also pay to others reasonable sums for expenses incurred and for services rendered (expressly including legal advices and services) in or in connection with collecting, realizing and/or obtaining payment of the assigned premises or any part thereof and may add the amount of such sums to the indebtedness of the undersigned.

The undersigned shall from time to time forthwith on the Bank's request furnish to the Bank in writing all information requested relating to the aforesaid debts, accounts, claims, moneys and choses in action and the aforesaid securities, bills, notes, books, papers and other documents and the Bank shall be entitled from time to time to inspect such securities, bills, notes, books, papers and other documents and make copies thereof and for such purpose the Bank shall have access to all premises occupied by the undersigned.

WITNESS the hand and seal of the undersigned on the day, month and year first set forth above.

Beaver Enterprises, Inc.
dba Beaver Painting Company

Witness:

full name and address of assignor

The undersigned Beaver Enterprises, Inc. dba Beaver Painting
(Name)

Company

of 13985 S.W. Farmington Rd., Beaverton, Oregon 97005
(Street) (City) (Province)

hereby assigns and transfers to CANADIAN IMPERIAL BANK OF COMMERCE. (hereinafter called the "Bank"), as a general and continuing collateral security for payment of all existing and future indebtedness and liability of the undersigned to the Bank, wheresoever and howsoever incurred and any ultimate unpaid balance thereof, and as a first and prior claim upon the assigned premises, all debts, accounts, claims, moneys and choses in action which now are or which may at any time hereafter be due or owing to or owned by the undersigned, and also all securities, bills, notes and other documents now held or owned or which may be hereafter taken, held or owned by the undersigned or anyone on behalf of the undersigned in respect of the said debts, accounts, claims, moneys and choses in action or any part thereof, and also all books and papers recording, evidencing or relating to said debts, accounts, claims, moneys and choses in action or any part thereof.

PROVIDED ALWAYS that until default by the undersigned in payment of all or any part of the indebtedness and liability of the undersigned to the Bank, or until notice by the Bank to the undersigned to cease so doing (which notice shall be deemed to have been given when an envelope containing it addressed to the undersigned at the address given above for the undersigned is deposited, postage prepaid, in the Post Office), the undersigned may continue to collect, get in, and deal with said debts, accounts, claims, moneys and choses in action in the ordinary course of the business of the undersigned, but not otherwise

After giving the aforesaid notice or should the undersigned make default in the payment of all or any part of the indebtedness and liability of the undersigned to the Bank, the Bank may collect, realize or otherwise deal with the assigned premises in such manner and at such time or times as may seem to it advisable and (in case of such default) without notice to the undersigned, and any moneys received by the undersigned in respect of the assigned premises after such default or notice shall be received as trustee for the Bank and shall be forthwith paid over to the Bank by the undersigned. The amounts collected may be applied on account of such parts of the indebtedness and liability of the undersigned as to the Bank seems best without prejudice to its claims upon the undersigned for any deficiency. The Bank may grant extensions, take and give up securities, accept compositions, grant releases and discharges, and otherwise deal with the debtors of the undersigned and others and with the assigned premises and other securities as the Bank may see fit, without prejudice to the liability of the undersigned or the Bank's right to hold and realize this security.

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The undersigned shall from time to time forthwith on the Bank's request furnish to the Bank in writing all information requested relating to the aforesaid debts, accounts, claims, moneys and choses in action and the aforesaid securities, bills, notes, books, papers and other documents and the Bank shall be entitled from time to time to inspect such securities, bills, notes, books, papers and other documents and make copies thereof and for such purpose the Bank shall have access to all premises occupied by the undersigned.

WITNESS the hand and seal of the undersigned on the day, month and year first set forth above.

Beaver Enterprises, Inc.
dba Beaver Painting Company

Witness:

Charles R. Williams Pres. SEAL

RECEIVED
JUN 18 1984
SERVICES
COMMISSION
DEPARTMENT OF TRANSPORTATION

9718

May 16, 1984

The Honorable Dell Isham
State Senator
3231 W. Devils Lake Road
Lincoln City, OR 97367

CON

Traffic Handling
Maintenace Painting
Yaquina Bay Bridge
Oregon Coast Highway

I am responding to the April 5 letter you received from six South Beach businesses. The Highway Division shares their concern for the economic impact that the bridge painting contract has upon these businesses and is working with the contractor and the Newport Chamber of Commerce to develop a traffic and construction plan that will minimize the economic impacts while the bridge is cleaned and painted.

We are evaluating a plan submitted by the contractor that follows the guidelines discussed at the businessmen's meeting with the contractor and Highway Division on April 5. The plan will provide two-way traffic over the structure during the critical hours from 12 noon to 6 p.m. Traffic will be restricted to one way from 6 p.m. to 12 noon. This time schedule is proposed from June 29 through October 1.

We are concerned with the problems faced by the local businesses and will do all that we can to move traffic as smoothly as possible through the remainder of this contract.

Fred D. Miller
Director

bc H. S. Coulter
W. E. Schwartz
E. S. Hunter
D. O. Christensen
K. E. Husby
C. W. Elroy

RGB: fn

April 6, 1984

Senator Dell Isham
3231 W Devils Lake Rd
Lincoln City, OR 97367

Dear Senator,

We are writing this letter to you regarding the current repairs being done on the Yaquina Bay Bridge. As business owners in South Beach, we are very concerned about the economic impact this repair job is having on our businesses.

Several months ago, when an article was printed in the Newport News Times about the repair work to be done, many people were immediately reminded of the last time construction work was done on the bridge. During that time, it was not unusual to have to wait at least 45 minutes to get across the bridge. Because of this, during the current work, many people are not willing to even attempt to cross the bridge into South Beach.

Granted, in general, the waits to get across have not been as long as in the past. However, one couple reported that during spring vacation for the schools, they were held up for 45 minutes. Several merchants that are at least a mile south of the Yaquina Bay Bridge, have reported lines of traffic in front of their stores caused by the repair work being done.

The result of all this, is that each of us have had our business fall off a considerable amount. Some of us have even had to layoff employees or cut back employees' hours. Considering the current Oregon economic situation, there is no way we can stand a further loss of revenue.

We feel we must ask the following question. Why wasn't the work that is currently being done completed during the previous reconstruction? It certainly seems to us that this would have been the logical way to go about it.

However, since the work was not done and must be completed now, we must question the necessity of closing one lane of traffic at this time. During the last repairs, before doing the resurfacing of the traffic lanes on the bridge, much preparation work was done without delaying the traffic. The construction crews accomplished this by setting up their air compressor at the end of the bridge. They then, using the sidewalk, ran only their lines out onto the bridge, thereby eliminating one way traffic.

The current construction crew parks their compressor in the middle of the bridge, thus requiring closure of one lane of traffic. It has been reported that as many as eight other vehicles have been parked on the bridge. Is this really necessary? We feel that it is not.

For everyone's safety, we realize that bridge repair and reconstruction is necessary. But, we think that the current work could be accomplished in a way that would get the job done and yet not cut so sharply into the livelihood of the South Beach merchants.

Thank you,

John McKenn 121 S. Pacific Way Npt. Or House of Almerick

Steve Mater P.O. BOX 1676 NewPRT LightShip Rest & Lounge

Mitch Parsons Marine Drive South Newport Dockside Wine Distributors

Arnold F. Rollins P.O. Box 656 South beach, Ore Glenden Brick & Tile

Pamela Johnson P.O. Box 75 South Beach, Or. A Kiss of the Sun Nursery

G.H. Keating Newport Ind. Park P.O. Box 1244 Ferry Slip Rd

7718

F

March 26, 1984

Klein & Hand, P.C.
Attorneys at Law
PO Box 377
Woodburn, OR 97071

CON 5
#9718

Attention: Lucien S. Klein

Gentlemen or Ladies:

Thank you for your letter of March 22, 1984, on behalf of Cantel, Incorporated, informing us that their claim has now been paid in full.

You state this is in reference to the Beaver Enterprises, Inc., Contract No. 9718 for maintenance painting on the Yaquina River Bridge of the Oregon Coast Highway in Lincoln County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Beaver Enterprises, Inc.
18220 NW Walker Road
Beaverton, OR 97006

Allied Fidelity Insurance Co.
PO Box 20112
Indianapolis, IN 46220

FKM:kjm

Noted on card
3-26-84 kjm

KLEIN & HAND, P.C.
ATTORNEYS AT LAW
397 NORTH FIRST STREET
P.O. BOX 377
WOODBURN, OREGON 97071

LUCIEN S. KLEIN
PHILIP J. HAND

AREA CODE 503
TELEPHONE 981-0101

March 22, 1984

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen, Commission Services

Re: Your file number CON 5
#9718

Dear Mr. Gormsen:

The purpose of this letter is to inform you that my client, Cantel, Incorporated, has now been paid in full for its claim against Beaver Enterprises, Inc., for Contract No. 9718, the Yaquina Bay Bridge Section, Oregon Coast Highway, Lincoln County, project. Enclosed, for your reference, is a photocopy of your acknowledgment of this claim, dated January 26, 1984.

Very truly yours,

Lucien S. Klein

LUCIEN S. KLEIN

LSK:cad

Enclosure

RECEIVED
MAR 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9718

CL 84-23

FILED
JAN 30 1984
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 26, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9718

Klein & Hand, P.C.
Attorneys at Law
PO Box 377
Woodburn, OR 97071

Attention: Lucien S. Klein

Gentlemen or Ladies:

This will acknowledge your letter with attached Notice of Claim dated January 19, 1984, from Cantel, Incorporated concerning the following Highway Division contract:

FILED BY:	Cantel, Incorporated
AMOUNT:	$1,100.90
FOR:	Rentals and sales of signs
AGAINST (Prime contractor)	Beaver Enterprises, Inc.
CONTRACT NO.:	9718
PROJECT:	Yaquina Bay Bridge Section, Oregon Coast Highway, Lincoln County
SURETY:	Allied Fidelity Insurance Co.
AGENT:	Dennis V. Gilbert

NOTED ON CARD
Feb 1, 1984
kjm

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Beaver Enterprises, Inc.
18220 NW Walker Rd.
Beaverton, OR 97006

Allied Fidelity Insurance Co.
PO Box 20112
Indianapolis, IN 46220

bc: ✓Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

KLEIN & HAND, P.C.
ATTORNEYS AT LAW
397 NORTH FIRST STREET
P.O. BOX 377
WOODBURN, OREGON 97071

LUCIEN S. KLEIN
PHILIP J. HAND

AREA CODE 503
TELEPHONE 981-0101

January 23, 1984

Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

ATTENTION: Mr. Robert W. Gormsen, Commission Services

Dear Mr. Gormsen:

Enclosed is a Notice of Claim, submitted by my client, Cantel, Incorporated, of Oak Grove, Oregon, pursuant to ORS 279.528.

Please acknowledge receipt of this claim and your action to be taken.

Very truly yours,

LUCIEN S. KLEIN

LSK:cad

Enclosure

RECEIVED
JAN 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310
ATTENTION: Mr. Robert W. Gormsen, Commission Services

Notice is hereby given that the undersigned, Cantel, Incorporated, has a claim for rentals and sales of hazard warning (construction) signs sold to Beaver Enterprises, Inc., dba Beaver Painting, 18220 N.W. Walker Road, Beaverton, Oregon 97006, in the sum of $1,100.90, against the bond taken from Allied Fidelity Insurance Co., P. O. Box 20112, Indianapolis, Indiana 46220, for the work of Oregon State Highway Division, Department of Transportation, Contract No. 9718, Yaquina Bay Bridge.

Signed this 19 day of January, 1984.

CANTEL, INCORPORATED
By: Raymond Kalk
President
P. O. Box 68506
Oak Grove, Oregon 97268

RECEIVED
JAN 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1983 Coyote Creek & Middle Fork 9719
Coyote Creek Bridge Sec. of Florence-
Eugene Hwy. (Grading, paving & str.)

STATE COPY

bi cc: OSHD (L. W. RULIEN)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 7	COUNTY LANE	DIVISION OREGON
DATE OF REPORT 3/17/86	REPORT MADE BY 3-17-86 W. N. BRYANT, AREA ENGINEER		PROJECT NO. BRF-25(12)
COMPLETION DATE (Actual) 6/13/84	ACCEPTANCE DATE BY CONRTACT AGENCY 10/8/85	TIME ELAPSED 99 %	CONTRACT TIME SCD of 6/14/86

LOCATION

SR 126, 2.0 AND 2.95 MILES EAST OF VENETA

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COYOTE CR. & MIDDLE FORK COYOTE CR. BRIDGES
FLORENCE - EUGENE HIGHWAY
Grading, Paving & Structures

Work completed under this project consisted of the construction of roadbed widening, aggregate base, asphaltic concrete pavement, the two structures, one 44 ft. by 106 ft. and the other 44 ft. by 114 ft., and other incidental work common to this type project.

A contract in the amount of $497,524.00 was awarded Hamilton Construction Co., Springfield, Oregon on 10/4/83. Work began on 11/1/83 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on 6/13/84 at a final cost of $597,949.10 which includes $529,628.21 for original bid item work, $13,019.81 for work completed under approved prior agreements, $884.56 for force account work, $1,234.61 for approved State Force Work and $53,181.91 for construction engineering.

The contract provided for a specified completion date of June 14, 1984. All work was completed on June 13, 1984.

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with approved procedures and found to be in reasonably close conformance with specification requirements.

All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division office copy of this report.

NOTED
W. E. SCHWARTZ

RECEIVED
TAT HWY ENGR
MAR 19 '86

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE 3/3/	REFER TO Fredrickson FO
TITLE AREA ENGINEER	DATE 18 1986	TITLE FIELD OPERATIONS ENGINEER	DATE 3 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

[illegible] 9719

N

October 16, 1985

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#9719

Contract No. 9719 awarded to Hamilton Construction Co. (Oregon) for work on the Coyote Creek and Middle Fork Coyote Creek Bridge Sections of the Florence-Eugene Highway in Lane County was completed on February 5, 1985 and accepted by the State Highway Division on October 8, 1985.

Final payment in the amount of $2,000 will be released to the contractor after October 21, 1985. The total contract amount is $543,532.58 including $884.56 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Hamilton Construction Co. (Oregon)
P.O. Box 659
Springfield, OR 97477

Hansen & Rowland, Inc. of Oregon
5319 S.W. Westgate Drive
Suite 139
Portland, OR 97221

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

NOTED ON CARD

FKN:arc

9719

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-324		State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 3		Project Number BRF-25(12)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 1, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 590,798	$ 596,557
Federal funds	$ 472,638	$ 477,245
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 23, 1985

FEDERAL AID PROJECT NO. BRF-25(12)

COYOTE CR. & MIDDLE FK. COYOTE CR. BR. SECTION
FLORENCE-EUGENE HIGHWAY
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X020
STRUCTURE, BRIDGE NO. 2520A (STA. 410+34 TO STA. 402+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Continuous Rail Traffic Barrier Reflectorized	$ 3.00	800	$ 2,400.00	1,464	$ 4,392.00
Flagmen	16.50	600	9,900.00	821	13,546.50
		Subtotals	$12,300.00		$17,938.50

Increase 5,638.50
Subtotal from Project Agreement Estimate of July 6, 1984 $ 385,099.53
Subtotal $ 390,738.03

TYPE CODE X020

Structure Br. No. 2522A (Sta. 453+20 to Sta. 454+34) $

Subtotal from Project Agreement Estimate of July 6, 1984 $ 129,218.00

Anticipated Items

Subtotal from Project Agreement Estimate of October 17, 1983 $ 1,600.00
Subtotal $ 521,556.03
Engineering 67,500.97
Total $ 589,057.00

Retained in Program

Subtotal from Project Agreement Estimate of October 17, 1983 $ 7,500.00

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structures		$ 589,057.00	$ 471,245.00	$ 117,812.00
Reserve		7,500.00	6,000.00	1,500.00
Total		$ 596,557.00	$ 477,245.00	$ 119,312.00

Group 1	100%
Contract No.	9719
Prefix:	20-1904 and 20-1906
Prefix:	20-1080

WH:bkb

9719

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-273 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10-1-84	Form Approved; O M B No. 04-R2089 State Oregon County Lane Project Number BRF-25(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 1, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 590,798	$ 590,798
Federal funds	$ 590,798	$ 472,638 Appn Code 114

Other revisions

(Note: Additional Federal Funds collected - $116,739.55)

This modification is made for the following reasons:

"The project agreement executed 11-1-83, and modified on 7-6-84, is modified to decrease Federal-aid participation to 80 percent in accordance with P.L. 97-424, Section 145."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

COYOTE & N FORK COYOTE
CR BRS
LANE CO
20-1080

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

STATE PY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 7-59		County Lane
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-11-84	Project Number BRF-25(12)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 1, 1983.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 574,005.00	$ 590,798.00
Federal funds	$ 459,204.00	$ 472,638.00 *
Other revisions	* See reverse side for Additional Provisions.	

This modification is made for the following reasons:

To include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
for

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

ADDITIONAL PROVISIONS

"The Federal-aid participation is increased to 100.0 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, section 145. The additional Federal funds requested total $118,160.00. Claims paid after September 30, 1984, shall be at the regular Federal pro rata share of 80 percent."

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 6, 1984

FEDERAL AID PROJECT NO. BRF-25(12)

Coyote Cr. & Middle Fk. Coyote Cr. Br. Section
Florence - Eugene Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X020
Structure, Bridge No. 2520A (Sta. 410+34 to Sta. 402+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Coarse Agreegate Base	$ 7.25	1,900	$13,775.00	2,669.76	$ 19,355.76
Furnish & Install Detector Loops (PA #1)	2,300.00			All Required	2,300.00
Embankment In Place	8.52			1,046.10	8,912.77
	Subtotals		$13,775.00		$ 30,568.53

Increase	$ 16,793.53
Subtotal from Project Agreement Estimate of October 17, 1983	368,306.00

TYPE CODE X020

Structure Br. No. 2522A (Sta. 453+20 to Sta. 454+34)

Subtotal from Project Agreement Estimate of October 17, 1983	$129,218

Anticipated Items

Subtotal from Project Agreement Estimate of October 17, 1983	$ 1,600.00
Subtotal	$515,917.53
Engineering	67,380.47
Total	$583,298.00

Retained In Program

Subtotal from Project Agreement Estimate of October 17, 1983	$ 7,500.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Structures	$583,298.00	$466,638.00	$116,660.00
Reserve	7,500.00	6,000.00	1,500.00
Total	$590,798.00	$472,638.00	$118,160.00

Reimbursement 100% $590,798.00 Public Law 97-424, S 145

Group 1: 100%
Contract No. 9719
Prefix: 20-1904 and 20-1906
Prefix: 20-1080

WH:me

9717.

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-44 & 45	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-1-83	State OREGON County LANE Project No. BRF-25(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Coyote Cr. & Middle Fk. Coyote Cr. Br.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-31-83	0.042
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 574,005.00	$ 459,204.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof. *See Additional Provisions on back.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XX FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator NOV 1 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 17, 1983

FEDERAL AID PROJECT NO. BRF-25(12)

COYOTE CR. & MIDDLE FK. COYOTE CR. BR. SECTION
FLORENCE-EUGENE HIGHWAY
LANE COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X020
STRUCTURE, BRIDGE NO. 2520A (Sta. 401+34 to Sta. 402+40)

Mobilization		All Required		$ 48,000.00
Temporary Protection and Direction of Traffic		All Required		2,000.00
Temporary Signs	220	Sq. Ft.	7.50	1,650.00
Temporary Barricades	2	Each	50.00	100.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	800	Lin. Ft.	3.00	2,400.00
Temporary Guard Rail, Type 2A	600	Lin. Ft.	7.50	4,500.00
Temporary Traffic Signal Installation		All Required		24,000.00
Flagmen	600	Hour	16.50	9,900.00
Clearing and Grubbing		All Required		4,500.00
Removal of Structures and Obstructions		All Required		3,000.00
General Excavation	720	Cu. Yd.	8.00	5,760.00
Toe Trench Excavation	600	Cu. Yd.	8.00	4,800.00
Finishing Roadbed and Slopes		All Required		3,400.00
Coarse Aggregate Base	1,900	Ton	7.25	13,775.00
3/4"-0 Aggregate Base	180	Ton	7.25	1,305.00
Class "B" or Class "C" Asphalt Concrete	900	Ton	33.00	29,700.00
Guard Rail, Type 2A	400	Lin. Ft.	12.50	5,000.00
Guard Rail, Type 3	200	Lin. Ft.	28.00	5,600.00
Guard Rail Anchors, Type 1	8	Each	165.00	1,320.00
Rail End Pieces, Type C	8	Each	100.00	800.00
Loose Riprap, Class 700	990	Cu. Yd.	22.00	21,780.00
Filter Blanket	200	Cu. Yd.	14.75	2,950.00
Bridge Removal Work		All Required		13,500.00
Structure Excavation	210	Cu. Yd.	7.50	1,575.00
Structure Excavation Below Elevations Shown	21	Cu. Yd.	1.00	21.00
Special Wall Backfill	425	Cu. Yd.	12.00	5,100.00
Furnish Pile Driving Equipment		All Required		14,000.00
Furnish 16-inch Prestressed Concrete Piling	1,712	Lin. Ft.	13.00	22,256.00
Drive Prestressed Concrete Piling	1,344	Lin. Ft.	1.00	1,344.00
Structural Concrete, Class 3300 (204 C.Y.)		All Required		35,500.00
4' x 35/40' Prestressed Slabs	33	Each	1,475.00	48,675.00
Reinforcement (20,700 lbs)		All Required		8,200.00

Reinforced Concrete Bridge End Panels	238	Sq. Yd.	43.00	10,234.00
Two Tube Steel Railing	200	Lin. Ft.	40.00	8,000.00
Membrane Waterproofing	523	Sq. Yd.	7.00	3,661.00
				$368,306.00

TYPE CODE X020
STRUCTURE BR. NO. 2522A (Sta. 453+20 to Staa. 454+34)

Bridge Removal Work		All Required		$ 12,500.00
Structure Excavation	63	Cu. Yd.	5.00	315.00
Structure Excavation Below Elevations Shown	6	Cu. Yd.	1.00	6.00
Furnish Pile Driving Equipment		All Required		10,500.00
Furnish Prestressed Concrete Piling	704	Lin. Ft.	11.50	8,096.00
Furnish 16-inch Prestressed Concrete Piling	832	Lin. Ft.	13.00	10,816.00
Drive Prestressed Concrete Piling	1,248	Lin. Ft.	1.00	1,248.00
Structural Concrete, Class 3300 (42 C.Y.)		All Required		10,500.00
4' x 35'/40' Prestressed Slabs	33	Each	1,575.00	51,975.00
Reinforcement (6,220 lbs.)		All Required		2,100.00
Reinforced Concrete Bridge End Panels	196	Sq. Yd.	43.00	8,428.00
Two Tube Steel Railing	220	Lin. Ft.	40.00	8,800.00
Membrane Waterproofing	562	Sq. Yd.	7.00	3,934.00
				$129,218.00
				$497,524.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,600.00
	SUBTOTAL	$499,124.00
	Engineering	67,381.00
	TOTAL	$566,505.00

Length of Structures ----------------- 0.042 mi.

RETAINED IN PROGRAM

Roadside Seeding and Mulching	All Required	$ 500.00
Temporary Signal Controller Testing	All Required	2,000.00
Traffic Monitoring and Signal Modification	All Required	5,000.00
		$ 7,500.00

SUMMARY OF FUNDS 80%

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Structures	$566,505	$453,204	$113,301
Reserve	7,500	6,000	1,500
	$574,005	$459,204	$114,801

Reimbursement 100% $574,005 Public Law 97-424, S 145

Group 1: 100%
Contract No. 9719
Prefix: 20-1904 and 20-1906
Prefix: 20-1080

DRH bb

COYOTE CR. & MIDDLE FORK COYOTE CR. BRS.
NON-PARTICIPATING - STATE WORK

State Responsibility for Damages	All Required	$ 1,000.00

DAR:pf

9719

Report # 50 +

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Coyote Creek & Middle Fork Coyote Creek Bridges		WEEK ENDING October 13, 1984
		SECTION PREFIX 20-1080
HIGHWAY Florence - Eugene		COUNTY Lane
NAME OF JOB Coyote Cr. & Middle Fork Coyote Cr. Bridges	KIND OF WORK Grading, Paving, & Structures	
CONTRACTOR Hamilton Construction Co.	CONTRACT NUMBER 9719	FEDERAL AID PROJECT NUMBER BRF-25(12)
DATE OF CONTRACT 10/4/83	DATE WORK STARTED 11/1/83	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS N/A	WORK DAYS USED N/A
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS N/A	CALENDAR DAYS USED N/A
PROJECT AUTHORIZATION: $ 575,018.24	SPECIFIED COMPLETION DATE June 13, 1984	PERCENT OF TIME ELAPSED N/A
EXCLUSIVE OF ENGINEERING: $ 529,422.08	ENGINEERING AUTHORIZATION $ 45,596.16	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 535,500.00	ENGINEERING COST TO DATE $ 50,000.00 This week 0.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1 %	PERCENT OF AUTHORIZATION 110 %	DATE PROJECT WAS COMPLETED: June 13, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guardrail	
		100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1320 C.Y.	2,080 TNS			900 TONS
TOTAL QUANTITIES CORRECTED TO DATE	1300 C.Y.	2,120 TNS			1,107 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1300 C.Y.	3,120 TNS			1,107 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2520A		2522A					
PERCENT	100		100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		First Notification - 11/1/83.
MONDAY				Second Notification - 6/13/84.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 1[illegible] 1984
CONSTRUCTION SECTION
CE ..... CME ..... CHB ..... CM ..... LS ..... TC .....
CA ..... SA ..... CC .....
CA ..... FE .....
CP ..... MA .....
EEO ..... OCS ✓
FILE .....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10/7/84 SUNDAY	
10/8/84 MONDAY	No Activity this week.
10/9/84 TUESDAY	
10/10/84 WEDNESDAY	
10/11/84 THURSDAY	
10/12/84 FRIDAY	
10/13/84 SATURDAY	

REMARKS

1st Notification - 11/1/83.

2nd Notification - 6/13/84.

Material Certs Needed for Third Notification.
Payrolls needed for Third Notification.

Semi-final to be submitted next week.

SIGNED LD Lindley for
D. W. GREENE, Project Manager

LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

.. 9719

July 25, 1984

CON

Hamilton Construction Co. (Oregon)
P.O. Box 659
Springfield, OR 97477

Time Extension Request
Coyote Creek & Middle Fork
Coyote Creek Bridges
Contract No. 9719
FAP No. BRF-25(12)

Your request for additional contract time in which to complete the above project has been considered and is denied. The project was completed within the adjusted contract time and no liquidated damages were assessed under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
Jim Gix
Doug Greene

B/u 6-25-84

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: May 23, 1984

W. J. Quinn

FROM: W. J. QUINN
Region Construction Engineer

SUBJECT: Time Extension Request
Coyote Creek & Middle Fork Coyote Creek Bridges
Florence-Eugene Highway
Lane Co.
Contract No. 9719

I have reviewed the contractor's request for time extension and Doug Greene's recommendations on the subject project. I believe we should grant Hamilton Construction a 2-day extension for the time when flooding occurred because this was abnormal. I don't feel a time extension is justified, however, for the days when cold weather occurred in December and January.

wjq/cw
Attach.

7-23-84

W. E. Schwartz -

Project is completed. No liquidated damages were charged. Recommend this request be denied.

D. B. Jackmond

CE...... CAE...... RECEIVED LS...... TC......
COE...... OM...... SA...... CC......
CA...... MAY 30 1984 FE......
CAM...... MA......
CP...... CONSTRUCTION OCS......
LEO...... SECTION FILE......

9717

62 DE516 N

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

April 2, 1984

on → Copy JJ Gix Reg 3

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
APR 3 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return to
Bring Up ..../..../....
Action

Leonard Staton
Staton Construction, Inc.
29394-B Airport Road
Eugene, OR 97402

Dear Mr. Staton:

This confirms a phone call to me from Chuck of your office who advised me that Staton Construction has removed the material which was placed into wetlands adjacent to Fern Ridge Reservoir as we had asked in our letter to you of March 26, 1984.

We very much appreciate your quick response to our request and will inspect the site in the near future. We will let you know if we have any further questions.

Sincerely,

Earle A. Johnson

Earle A. Johnson
Assistant Director
Environmental Permits Section

EAJ:jb

cc: Brent Forsberg, Oregon Dept. of Fish and Wildlife
Jim Hutchison, Oregon Dept. of Fish and Wildlife
Janet Currin, Lane County Planning
Jerry Newgard, Corps of Engineers
Jim Beal, Corps of Engineers
~~Don~~ Trout, Highway Division

1859

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

March 26, 1984

Leonard Staton
Staton Construction, Inc.
29394-B Airport Road
Eugene, OR 97402

Dear Mr. Staton:

On March 20, 1984, Greg Willnow of our staff discussed with you on site the Coyote Creek bridge construction projects. As he advised you, the work accomplished on the bridges under our State removal/fill permit No. 3828 is being performed according to the permit conditions. There was a problem, however, with fill material which has been placed along the wetland fringe of Fern Ridge Reservoir. You advised Mr. Willnow that Mr. Jim Beal, Corps of Engineers, had asked that the dirt fill be placed.

It is unfortunate that you are in the position of having one agency request you to place the fill, only to have another agency question you about the appropriateness of the fill. We must ask thought that the six to eight truck loads of dirt that have been placed into the wetland area beyond the pre-existing upland shoreline be removed and disposed of in a proper upland location.

You expressed to Mr. Willnow your willingness to remove the material which had been placed in the wetland; and we appreciate your willingness to cooperate.

RECEIVED
MAR 27 1984
ROAD DESIGN
SECTION

____Versteeg ______
____Anderson______
____Adams ______
____Macnab ______
____Edwards ______
____Terpin______
____Trout______
____Wakerlig ______

Do Not File ☐
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Bring Up ____/____/____
Action______

We would ask that the removal be accomplished by April 13, 1984 and that we be advised when the removal is done so that we can inspect the site. Please contact me or Greg Willnow if you have any questions.

Sincerely,

Earle A. Johnson

Earle A. Johnson
Assistant Director
Environmental Permits Section

EAJ:jb

cc: Brent Forsberg, Oregon Dept. of Fish and Wildlife
Jim Hutchison, Oregon Dept. of Fish and Wildlife
Janet Currin, Lane County Planning
Jerry Newgard, Corps of Engineers
Jim Beal, Corps of Engineers
Don Trout, Highway Division

9714

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-25(12)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30016

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 16 '84
REFER TO Potter
FOR
Info | Inv. | R/O | D/R | Sign | Sel | File

Orig M 2/16

7. DATE AUTHORIZATION EFFECTIVE 11/2/84
8. FEDERAL ROUTE NUMBER Primary 25
9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Coyote Creek and Middle Fork Coyote Creek Bridges

11. GENERAL DESCRIPTION OF WORK
Traffic Monitoring and signal modification

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~A~~XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/2/83 as requested in Mr. Keasey's letter of 2/8/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $5,000, regular Federal-aid matching ratio, appropriation code 010 in amount of $4,000 and increased Federal share (P.L. 97-424 Section 145) appropriation code 11R in amount of $1,000.

14. DATE 2/14/84
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-25(12)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30016

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/2/83
8. FEDERAL ROUTE NUMBER Primary 25
9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:
Coyote Creek and Middle Fork Coyote Creek Bridges

11. GENERAL DESCRIPTION OF WORK
Signal controller testing and turn on

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/2/83 as requested in Mr. Keasey's letter of 12/28/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $2,000, regular Federal-aid matching ratio, appropriation code 114 in amount of $1,600 and increased Federal share (P.L. 97-424 Section 145) appropriation code 11R in amount of $400.

RECEIVED
STATE HWY ENGR
JAN 19 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 1/19

14. DATE 1/13/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

. 9719

S

October 17, 1983

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

CON 5
#9719

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9719 for work on the Coyote Creek and Middle Fork Coyote Creek Bridge Sections of the Florence-Eugene Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Encl.

cc: Hansen & Rowland Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
Doug Greene

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

October 3, 1983

Robert Gormmsen
Office of Commission Service
1221 Transportation Building
Room 121
Salem, Oregon 97310

Subject: Coyote Creek #9719
Middle Fork Coyote Creek Bridge

In compliance with the supplemental required contract provision for the above job, we offer the following documentation of our commitment to DBE/WBE firms.

Disadvantaged Business Utilization

J and J Fencing
694 N. 34th Street
Springfield, Oregon 97477

Item No.	Item	Unit	Quantity	Unit Price	Total
3	Temporary Signs	Sq. Ft.	220	$ 4.55	$ 1,001.00
10	Removal of Structures and Obstructions	Lump Sum	All Partial	1,294.00	1,294.00
17	Guard Rail, Type 2A	Lineal Ft.	400	12.50	5,000.00
18	Guard Rail, Type 3	Lineal Ft.	200	28.00	5,600.00
19	Guard Rail Anchors, Type 1	Each	8	165.00	1,320.00
20	Rail End Pieces, Type L	Each	8	98.00	784.00
				Total	$14,999.00

Woman Owned Business Utilization

Staton Construction, Inc.
29394-B Airport Road
Eugene, Oregon 97402

Item No.	Item	Unit	Quantity	Unit Price	Total
9	Clearing/Grubbing	L.S.	All	$4,360.00	$ 4,360.00
10	Removal of Structures and Obstructions	L.S.	All (partial)	990.00	990.00
11	General Excavation	CU. YD.	720	7.83	5,637.60
12	Toe Trench Ex.	CU. YD.	600	7.83	4,698.00
13	Finishing Roadbed and Slopes	L.S.	All	3,364.00	3,364.00
14	Coarse Aggregate Base	TON	1,900	7.17	13,623.00
15	3/4"-0 Aggregate Base	TON	180	7.17	1,290.60
21	Loose Rip-Rap, Class 700	CU. YD.	990	21.82	21,601.80
22	Filter Blanket	CU. YD.	200	14.71	2,942.00
24	Structure Excavation	CU. YD.	210	7.42	1,558.20
25	Structure Excavation Below Elev. Shown	CU. YD.	21	7.42	155.82
26	Special Wall Backfill	CU. YD.	425	10.54	4,479.50
37	Structure Excavation	CU. YD.	63	7.42	467.46
38	Structure Excavation Below Elev. Shown	CU. YD.	6	7.42	44.52
					$65,212.50

If you have any questions regarding the above matter, please feel free to contact me at any time.

Very truly yours,

HAMILTON CONSTRUCTION CO.

Glen Inselman

Glen Inselman
Vice-President

RECEIVED
OCT - 4 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GI:jd

cc Kay Turner

9'117

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
2520A,2522A

In Reply Refer to
File No.:

TO: Dale Wilken
Division Administrator
Federal Highway Administration

September 2, 1983

FROM: Walter J. Hart, P.E.
Bridge Engineer

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Coyote Creek Bridge 2520A
Middle Fork Coyote Creek Bridge 2522A
Florence-Eugene Highway
Lane County
Oregon Project BRF-25(9)

Your file HBR-OR

Coyote Creek Bridge

Minimum pile tip elevations have been added to the plans. The designer has checked the piles under combined vertical and lateral loads and has found them adequate under given loading conditions without battered piles.

Middle Fork Coyote Creek Bridge

Jack Davis, Special Projects Manager, Foundation Section, indicates minimum pile tip elevations are not required for this bridge. Battered piles are not considered necessary for the same reasons given for Coyote Creek Bridge.

Concerning restricting traffic temporarily to one lane with a signal, it was determined this situation could be tolerated under the conditions set forth in the enclosed memo dated July 15, 1983, by L. E. George, Traffic Engineer. The special provisions require the contract to be completed before May 15, 1984. For the spring vacation weekend it cannot be opened up to two-way traffic, however there is an alternate way around the site.

Encl.

~~cc E.~~ S. Hunter

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Form 734-3122

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-25(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30016

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-31-83

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:

COYOTE CREEK AND MIDDLE FORK COYOTE CREEK BRIDGES

11. GENERAL DESCRIPTION OF WORK

Two Structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
* ☒ OTHER *(Specify)*

* Anticipated Items as shown in "PS&E" Estimate dated 8-29-83.

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's August 29, 1983 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $714,274. Regular Federal-aid matching ratio, appropriation code 114 in amount of $571,419 and increased Federal share (P.L. 97-424 Section 145) appropriation code 11R in amount of $142,855.

A signed copy of the Title Sheet is returned herewith.

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STATE HWY ENGR
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE 8-31-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9719

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U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRF-25(9)
Coyote Creek Bridge #2520A and
Middle Fork Coyote Creek Bridge #2522A
Florence-Eugene Highway
Lane County

Date: August 29, 1983

Reply to Attn. of: HBR-OR

RECEIVED
STATE HWY ENGR
AUG 31 '83
REFER TO Hart
cm
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

From: Division Administrator

To: Mr. H. S. Coulter
State Highway Engineer
Attn: Mr. Walt Hart
Bridge Engineer
Salem, Oregon

Coyote Creek Bridge

The 106' precast prestressed slab structures with spans of 35.3' is acceptable. We also recommend 70 ton piles driven into the silty clay (to elevation 314±) for bents 1, 2 and 3 and 70 ton piles into the clayey sand (to elevation 338±). Please note drill logs for the east end gave an M value 14 - 22. Battered piles might be a consideration for there could be about 30' of piles with limited lateral support into this low resistant material.

Middle Fork Coyote Creek Bridge

The 114' precast prestressed slab structure composed of 38' spans is acceptable. We recommend consideration of battered piles for at least one end bent with the piles driven to an acceptable minimum penetration (elevation 52±). We feel the batter is necessary because of the low resistant materials, the fill placement, and constant high water table.

We are concerned that restricting the traffic temporarily to one lane with a signal is possible. Your traffic tables indicate an ADT of 8000+. Perhaps the addition of one more slab could allow two temporary lanes and also provide finally a pedestrian walkway. Please review this item.

We also note that the telephone conduit is hung from the structure rail. Why can't the conduit be extended through an outside void,

The bridges proposed are acceptable considering the above comments. Please proceed with the design.

For Dale E. Wilken

7777 B1U8-22
N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8
20-1906/20-1904

TO: FILES

DATE: August 15, 1983

David W. Bryson

FROM: David W. Bryson, P.E.
Hydraulics Engineer

SUBJECT: Coyote Creek Bridge (M.P. 50.91) and
Middle Fork Coyote Creek Bridge (M.P. 49.93)
Florence-Eugene Highway
Lane County

-- ADDENDUM --

The riprap protection requirements for the Coyote Creek Bridge (M.P. 50.91) have been reviewed and the conclusion is that the majority of the proposed protection may be eliminated. It is suggested that only the toe of the abutments be protected with class 700 loose riprap. This protection would not have to extend down to the channel bottom. No filter blanket will be required.

No change should be made to the riprap details for the Middle Fork Coyote Creek Bridge (M.P. 49.93).

DWB:ge

cc Frank Terpin
Walt Hart
Jack Davis
Don Adams
Jim Gix
Herb Schell, FHWA

[illegible]
Anderson
kw Cy Adams
Macnab
Cy Stoudenmeyer
Terpin
1 Trout
Wakerlig

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AUG 15 1983
ROAD DESIGN SECTION

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Contains Recycled Materials

File Info Only

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 8
20-1906
20-1904

TO: FILES

DATE: July 13, 1983

Gene M. Finley

FROM: Gene M. Finley, P.E.
Hydraulic Design Engineer

SUBJECT: Coyote Creek Bridge (M.P. 50.91) and
Middle Fork Coyote Creek Bridge (M.P. 49.93)
Florence-Eugene Highway
Lane County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
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ROAD DESIGN
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--- ADDENDUM ---

The bridge department designed the replacement structures with larger waterway areas than recommended in the hydraulics report dated June 16, 1983. These larger waterway areas were computed by the bridge department and are shown below.

	Middle Fork Coyote Creek 50-Year Flood (7,140 cfs)	Coyote Creek 50-Year Flood (11,560 cfs)
Net Normal Area Below Elevation 373.5'	620 sq. ft.	940 sq. ft.
Net Normal Area Below Elevation 375.1'	750 sq. ft.	1070 sq. ft.

Since a larger-than-suggested bridge opening is to be provided, the velocity through the bridge openings will decrease. This reduction in velocity allows the use of class 700 loose riprap instead of the class 2000 loose riprap. The class 2000 loose riprap was suggested in the original report.

It is suggested that the fresh embankment slopes be protected with a three-foot thick blanket of class 700 loose riprap. A nine-inch thick filter blanket will be required.

GMF:ge
Attachment

cc w/att Frank Terpin
Walt Hart
Jack Davis
Herb Schell, FHWA
Don Adams
James Gix

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1961)
Discharge	cfs	7140	8700		
	m^3/s				
Frequency — yrs.		50	100		11
H.W. Elevation Natural Channel	ft.	373.5	373.5		
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	11.5	14.0		
	mps				
Headwater Elevation	ft.	378.6	380.7		
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

MIDDLE FORK COYOTE CREEK BRIDGE

FLORENCE-EUGENE HIGHWAY (M.P. 49.93)

LANE COUNTY

COMPILED BY:
GENE M. FINLEY

DATE:
JULY 12, 1983

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1961)
Discharge	cfs	11560	14200		
	m³/s				
Frequency — yrs.		50	100		11
H.W. Elevation Natural Channel	ft.	373.5	373.5		
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	12.3	15.1		
	mps				
Headwater Elevation	ft.	378.6	380.7		
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

COYOTE CREEK BRIDGE

FLORENCE-EUGENE HIGHWAY (M.P.50.91)

LANE COUNTY

COMPILED BY:
GENE M. FINLEY

DATE:
JULY 12,1983

9717

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: August 9, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30016
Project No. BRF-25(12)
Coyote Cr. & Middle Fork Coyote
Creek Bridge Sections
Lane County

Attached support data consists of PR-1 form and project map for subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 22, 1983 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Pub. L. 97-424, Section 145.

JLG:bkb
Attachments

cc: J.J. Gix (Region 3)
General Files

Form 734-3122

7719 62 N

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. H. Versteeg
Road Design Engineer

DATE: July 28, 1983 DES 23
2520A,2522A

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Temporary Traffic Signals
Coyote Creek and Middle Fork Coyote Creek Bridges ✓
Florence-Eugene Highway 62
Lane County
BRS 2520A, 2522A

9
1 Versteeg
2 Anderson A
Adams
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Mr. George's letter of July 15 proposed several conditions on the use of temporary traffic signals to control one-way traffic through this bridge replacement project. Assuming a bid on September 22, we project a seven to eight month construction period with both structures under construction at the same time. With that optimistic schedule, it will not be possible to meet the condition of two-way traffic during spring vacation week. The project should be completed and open to traffic by Memorial Day Weekend.

WJH:jrb

cc: L. E. George
Region III

I agree

4719

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 25, 1983

In Reply Refer to
File No.:

TO:
Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Frank E. Terpin

FROM: Frank E. Terpin
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: Coyote Creek Bridge
Highway: Florence-Eugene
County: Lane

This letter, with the attached drawing, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

The purpose of the proposed project is the replacement of a timber structure, built in 1941, that is rapidly deteriorating. The bridge is becoming a safety hazard and is causing considerable maintenance expense.

The new structure will be three-span concrete set on concrete piles. Approximately 1,400 cubic yards of granular material will be placed and graded to a uniform slope to support approximately 1,300 cubic yards of Class 700 riprap to protect the end slopes under the new bridge from erosion.

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

Attachment

cc D. E. Wilken
J. H. Versteeg
W. J. Hart
G. A. Potter
D. E. Keyes

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Versteeg
Anderson
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Stoudenmeyer
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Form 734-3122

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 25, 1983

In Reply Refer to
File No.:
DES 2520A
2522A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer
ORIGINAL SIGNED
JERALD E. BACKSTRAND

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Coyote Creek Bridge
Middle Fork Coyote Creek Bridge
Coyote Creek and Middle Fork Coyote Creek Bridge Section
Florence-Eugene Highway
Lane County
BRS 2520A, 2522A

Enclosed are two reduced prints of Drawings 38654, 38655, 38277 and 38278 which are the preliminary plan and elevations and vicinity maps for these structures. Also enclosed are two copies of foundation and hydraulic reports and two copies of a stage construction sketch.

The alignment and elevation are the same as the existing bridges. The traffic on this highway calls for a 40-foot roadway. We have added an extra slab to enable the handling of traffic by stage construction rather than building an expensive detour bridge. This will result in a 44-foot roadway width. The length of the bridge is necessary to provide the minimum waterway opening using Class 700 riprap. If the smaller opening suggested in the hydraulic report is provided Class 2000 riprap would have been required, and it was felt this size riprap is excessive.

Precast prestressed slabs with prestressed concrete pile bents is the most economical bridge for this location. Both two spans and three spans were studied with the three span bridges being the most economical.

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Form 734-3122

The estimated cost, including an allowance for engineering and contingencies, is $312,000 for Bridge 2520A and $285,000 for Bridge 2522A. This includes $20,000 allowance on each bridge for stage construction.

We request your approval of our preliminary plan.

JMT:jrb

Enclosures

cc: E. S. Hunter
Gary Potter
Don Adams /w/ 1 set
Jim Gix /w/ 1 set
Cam Gilmour /w/ 1 set
John Grassman /w/ 1 set

7779 62"

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 7-6

TO: J. H. Versteeg
Road Design Engineer

DATE: July 15, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Temporary Traffic Signals
Coyote Creek and Middle Fork Coyote Creek Bridges
Florence-Eugene Highway No. 62
Lane County

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erson
kg cg Adams
JV Macnab SAm mc
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RECEIVED
JUL 20 1983
ROAD DESIGN SECTION

We have studied the proposed use of temporary traffic signals to control one-way traffic through the subject bridge replacement projects.

In researching the project, it was found that the work area at each structure would be 600 feet between stop lines and assumed that construction speeds would be 25-30 miles per hour. From this information, it was determined that the one-way operation could serve a maximum of 1,000 vehicles per hour.

Recent data from the Noti permanent recorder and a 16-hour manual count taken on the Florence-Eugene Highway near the project were analyzed. This analysis showed that normal weekday traffic would be served adequately by a fully actuated signal controller. However, due to the recreational characteristics of traffic on this route, summer weekend traffic would experience unacceptably long delays. Also, Memorial Day weekend traffic and Spring Vacation week traffic would experience long delays.

Therefore, we recommend that no one-way operation be permitted during the following periods:

1. Spring Vacation week and associated weekends.
2. Memorial Day weekend.
3. All days from June 22 to September 4, 1984.

In order to avoid excessive delays and inconvenience to motorists, it is also recommended that only one structure at a time be placed under one-way traffic.

LE George

L. E. George
Traffic Engineer

AA:ds

cc: W. J. Hart
N. E. Mann

81-125-1397

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8
20-1906/20-1904

TO: F I L E S

DATE: June 16, 1983

FROM: Gene M. Finley
Gene M. Finley, P.E.
Hydraulic Design Engineer

SUBJECT: Coyote Creek Bridge (M.P. 50.91) and Middle Fork Coyote Creek Bridge (M.P. 49.93)
Florence-Eugene Highway
Lane County

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Adams
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The proposed project will replace a 134-foot long, six-span structure over Coyote Creek and a 152-foot long, eight-span structure over Middle Fork Coyote Creek. Both structures will be placed on the same alignment.

HYDROLOGY

Coyote Creek and the Middle Fork of Coyote Creek are south-north tributaries to the Fern Ridge Reservoir with a combined drainage area of approximately 106 square miles above the bridges. Forty-one years of discharge records are available from gage number 14-1670 (drainage area of 95 square miles) located approximately three miles upstream from the Coyote Creek Bridge site. The recurrence interval vs. peak discharge relationship listed below was determined from a statistical analysis of these gate data using a log-Pearson Type III distribution. Because of the storage volume (Fern Ridge Reservoir) between the gage and the bridges, no adjustment was made to this data to reflect the additional drainage area.

Recurrence Interval	Peak Discharge
100-year	22,900 cfs
50-year	18,700 cfs
25-year	14,900 cfs
10-year	10,400 cfs
5-year	7,380 cfs

The largest flood of record occurred February 10, 1961, when a peak discharge of 10,600 cfs was recorded at the gage. This flood is estimated to have been the 11-year flood.

Information supplied by the Corps of Engineers stated that normal maximum operating pool elevation is 373.5 feet. The highest elevation the pool has reached has been elevation 375.8 feet which occurred on December 27, 1955. Since the average ground elevation between the existing structures is estimated to be 374.5 feet (MSL), it was determined that a portion of the runoff from the Coyote Creek basin would overflow into the Middle Fork Coyote Creek basin. Both bridges, therefore, were determined to hydraulically function together for all floods greater than the 3-year flood. The following tabulation estimates the peak discharge through each structure when the reservoir pool elevation is at 373.5 feet. The backwater elevations listed were determined using the waterway opening through the railroad structures since the railroad structures provide the controlling waterway areas. The railroad structures are located 90 feet upstream of the highway.

Recurrence Interval	Peak Flow Through the Middle Fork Coyote Creek Bridge	Peak Flow Through the Coyote Creek Bridge	Backwater Elev. Along the Upstream Embankments of RR Bridges
5-year	2,180 cfs	5,200 cfs	374.6 feet
10-year	3,900 cfs	6,500 cfs	375.2 feet
25-year	5,640 cfs	9,260 cfs	376.9 feet
50-year	7,140 cfs	11,560 cfs	378.6 feet
100-year	8,700 cfs	14,200 cfs	380.7 feet

HYDRAULIC DESIGN

The 50-year flood with peak discharge of 7,140 cfs through the Middle Fork Coyote Creek structure and 11,560 cfs through the Coyote Creek structure was used for design. It was assumed that the pool elevation of Fern Ridge Reservoir was elevation 373.5 feet during the design flood and that the flood would raise the pool elevation to elevation 375.1 feet.

The following tabulation compares the existing net normal waterway for the highway and railroad bridges to the proposed net normal waterway area below the design high water (373.5 feet) and full pool high water (375.1 feet).

	MIDDLE FORK COYOTE CREEK 50-YEAR FLOOD (7,140 cfs)			COYOTE CREEK 50-YEAR FLOOD (11,560 cfs)		
	Proposed Structure	Existing Railroad Structure	Existing Highway Structure	Proposed Structure	Existing Railroad Structure	Existing Highway Structure
Net Normal Area Below Elev 373.5'	530 sq ft	430 sq ft	740 sq ft	750 sq ft	730 sq ft	1,210 sq ft
Net Normal Area Below Elev 375.1'	640 sq ft	530 sq ft	950 sq ft	860 sq ft	840 sq ft	1,380 sq ft

The opening above the full pool high water (375.1 feet) for the proposed structure of the Middle Fork Coyote Creek must provide the same vertical clearance and sufficient horizontal clearance to allow boats (mostly for fishermen) passage to the south end of the Fern Ridge Lake. This was confirmed with our Legal Section.

2:1 side slopes through the structure openings are suggested for both structures.

RIPRAP

It is suggested that the fresh embankment slopes be protected with a four-foot thick blanket of class 2000 loose riprap. A 15-inch thick filter blanket will be required. If a larger than suggested bridge opening is provided, then the velocity through the bridge opening will decrease and a smaller class of riprap may be used.

GMF:ge
Attachment

cc w/att Frank Terpin
Walt Hart
Jack Davis
Herb Schell, FHWA
Don Adams
James Gix

Versteeg
Anderson
/ Adams
Copy [illegible]nab
[illegible]udenmeyer
Terpin
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HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1961)
Discharge	cfs	11560	14200		
	m³/s				
Frequency — yrs.		50	100		11
H.W. Elevation Natural Channel	ft.	373.5	373.5		
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	15.4	18.9		
	mps				
Headwater Elevation	ft.	378.6	380.7		
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

COYOTE CREEK BRIDGE

FLORENCE-EUGENE HIGHWAY (M.P.50.91)

LANE COUNTY

COMPILED BY: GENE M. FINLEY	DATE: JUNE 17,1983

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1961)
Discharge	cfs	7140	8700		
	m³/s				
Frequency — yrs.		50	100		11
H.W. Elevation Natural Channel	ft.	373.5	373.5		
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	13.5	16.4		
	mps				
Headwater Elevation	ft.	378.6	380.7		
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

MIDDLE FORK COYOTE CREEK BRIDGE

FLORENCE-EUGENE HIGHWAY (M.P. 49.93)

LANE COUNTY

COMPILED BY:
GENE M. FINLEY

DATE:
JUNE 17,1983

9111

RAILROAD COMPANIES
FILE No. 1119

March 29, 1983

Mr. H. B. Berkshire
Southern Pacific Transportation
Company
One Market Street
San Francisco, CA 94105

Permit of Entry
Coyote Creek Bridge and Middle Fork
Coyote Creek Bridge
Florence-Eugene Highway
Lane County
ODOT Agreement No. RR-1119
SPTC File 913200/323

Dear Mr. Berkshire:

Returned herewith is the Railroad's copy of the subject Permit of Entry which has been accepted on behalf of the State by our Right of Way Manager, Mr. J. B. Boyd.

Thank you for your cooperation in this matter.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr

Enclosure

bc: J. B. Boyd, w/copy
Jim Gix - w/copy
Doug Greene- w/copy
Robert Gormsen - w/original
D. E. Swan w/copy (2)

602

PROJEC, PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Lane County

SECTION Coyote Creek Bridge @ M.P. 50.91
Florence-Eugene Highway #62

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 2

PREFIX 20-1906

DATE 12/1/82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$.	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		2,500
906 BRIDGE DESIGN		10,000	921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING		.	960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,800	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		200			

TOTALS	$ 28,400	$ 28,400
PREVIOUS AUTHORIZATION		$ 11,300
ADD. AUTH. REQUIRED		$ 17,100

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BFR-25(9)

LOCATION ENGINEER'S REMARKS

Highway Engineer approved this project for Field Survey 8/27/82, using State funds. Work also being performed on this FA project under prefix 20-1904. Approved through P.S.E. Doc.

1 Versteeg
2 Anderson
3 Adam

4

cy Watson

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Approved by OTC

PREPARED BY P. V. Lewellyn	DATE 12/1/82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/6/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 12-6-82
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 12/2/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11/22/82	

734-1916 (7-82)

PROJEC. ?ROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Coyote Creek Bridge @ M.P. 50.91
Florence-Eugene Highway #62

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 20-1906N ~~20-1905H~~

DATE copied 9-21-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 4,000	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	200	0	935 SOILS	500	500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	100	100
905 FINAL DESIGN	2,000	0	920 PROGRAM MANAGEMENT	100	0	937 HYDRAULICS	2,500	500
906 BRIDGE DESIGN	10,000	0	921 SPECIFICATIONS	2,500	0	938 REGION ENVIRONMENT	100	100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	0	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING		
910 REGION GEOLOGIST	200	200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	4,800	4,800	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200	200	932 RAILROAD & UTILITIES	200	0			

TOTALS	$28,400	$ 11,300
PREVIOUS AUTHORIZATION		$ 0
ADD. AUTH. REQUIRED		$ 0

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER STATE

LOCATION ENGINEER'S REMARKS

Highway Engineer approved this project for Field Survey 8/27/82. Additional P.E. work will be performed under a F.A. project.

PREPARED BY copied from Auth. dated 7-30-82 signed by R. Patitz	DATE 9-21-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 9/29/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-29-82
RECOMMENDED, LOCATION ENGINEER X	DATE 9/28/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX 20-1904
20-1906

1 - IDENTIFICATION

PROJECT NAME: Middle Fork Coyote Creek & Coyote Creek Bridges

HIGHWAY NAME: Florence-Eugene

HIGHWAY NUMBER: 62

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	5	Lane	

LENGTH

MILEPOST NUMBER: 49.93 & 50.91

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project will replace these two existing structures. A suitable method of handling traffic during construction needs to be determined. The Hydraulics Unit is to determine if culverts could be used for temporary staging. The estimated cost includes construction of temporary structures.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 10,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☒	☐	☐	☐
PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	AASHTO	☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Perpi
Location Engineer
Date 9/30/82

FORM 734-1730 (12-78) Page 1

4

3 - FEATURES	EXISTIN NUMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12'	2 @ 12'
SHOULDERS	2 @ 1'	2 @ 8'
MEDIANS		— —
PARKING LANES		— —
SIDEWALKS		— —
BIKEWAYS		on shldrs
INTERCHANGES		———
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☒	☐	☐
Stage Construction	☒	☐	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☒
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☐	☒
River Mid Fk. Coyote Cr.	☐	☒	☐	Div. of State Lands	☒	☐	☐
Stream Coyote Cr.	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☒	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☐	☒
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type Telephone, power

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		—
CORRIDOR APPROVAL		—
FIELD SURVEY	6	2
PRELIMINARY DESIGN		—
DESIGN APPROVAL/FINAL EIS		—
RIGHT-OF-WAY DESCRIPTIONS		—
RIGHT-OF-WAY ACQUISITION		—
P.S. & E. DOCUMENTS		5

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

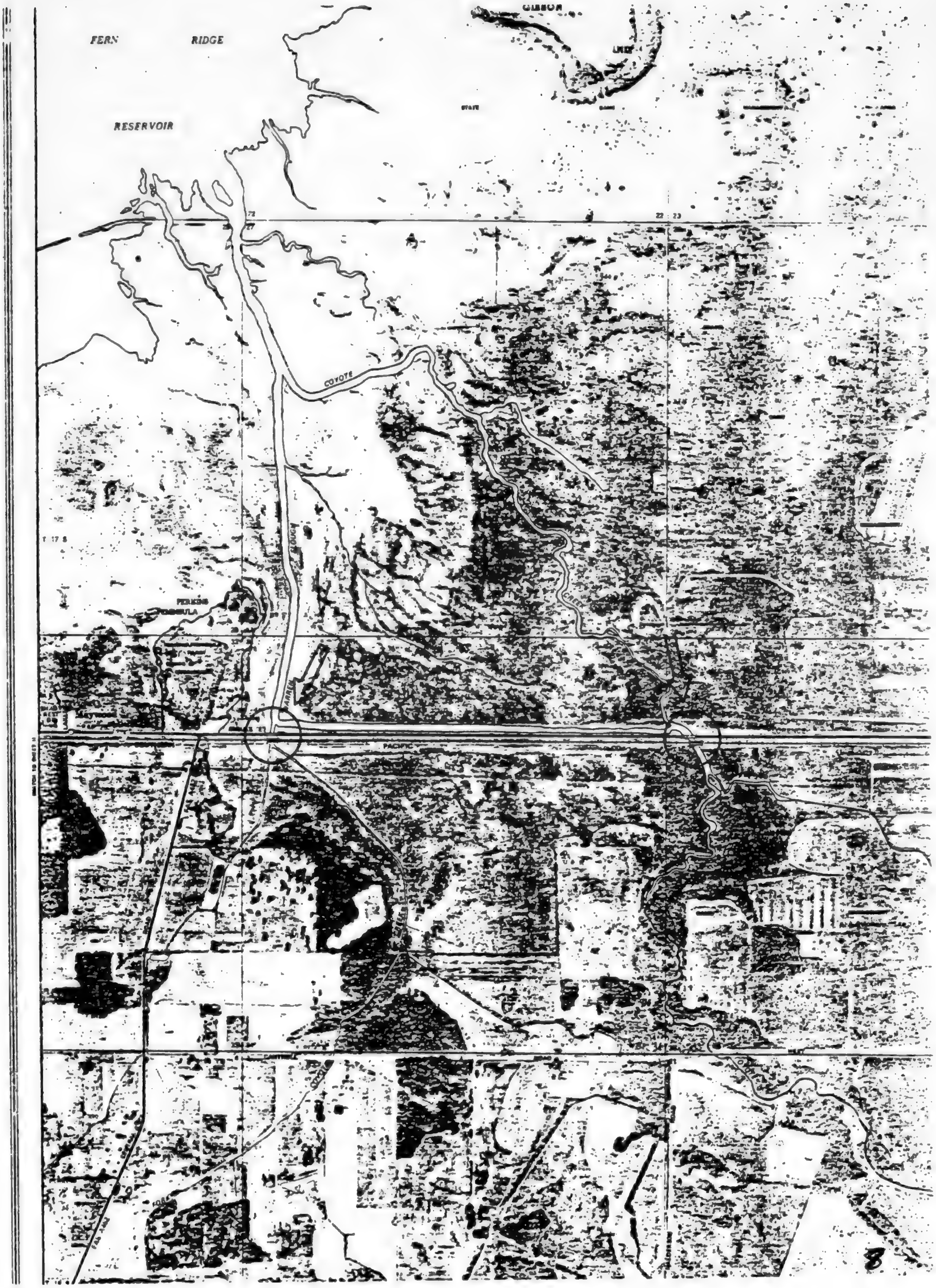
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	40,000	56.800
RIGHT OF WAY		
TRAFFIC CONTROL	50,000	70.000
ILLUMINATION		
STRUCTURES 155'×40' & 135'×40'	820,000	482.000
~~RAILROAD~~ Remove Exist Structures		33.000
ROADWAY		100.000
OTHER Detour Structures		196.000
ENGINEERING & CONTINGENCIES	174,000	323.000
PROJECT TOTAL	1,084,000	1. 260.800

SUBMITTED BY ______________________

ROGER PATITZ


FERN RIDGE
RESERVOIR
GIBSON
STATE
COYOTE
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Cont. 19-9
Coyote
Cr.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
11-22-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-25(9)

2. STATE PROJECT NO. See below # 2520

2A. COUNTY NAME Lane

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30016

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/22/82

8. FEDERAL ROUTE NUMBER Primary 25

9. STATE ROUTE NUMBER Primary 62

10. GENERAL LOCATION:

Coyote Creek and Middle Fork Coyote Creek Bridges

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $56,800 F.F $45,440
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 11/4/82.

RECEIVED
STATE HWY ENGR
NOV 26 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 11/26

14. DATE 11/22/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

N

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

9-30-82

62

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME	Middle Fork Coyote Creek & Coyote Creek Bridges
HIGHWAY NAME	Florence-Eugene
HIGHWAY NUMBER	62
REGION	3
ADMINISTRATIVE DISTRICT	5
COUNTY	Lane
CITY	
LENGTH	
MILEPOST NUMBER	49.93 & 50.91

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project will replace these two existing structures. A suitable method of handling traffic during construction needs to be determined. The Hydraulics Unit is to determine if culverts could be used for temporary staging. The estimated cost includes construction of temporary structures.

1 Versteeg ✓
2 Anderson
Adams
3 Olson
Sullivan
Terpin
Trout
4 Weberlig

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ROAD DESIGN SECTION

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2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1980 10,000	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☒	☐	☐	☐
PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	AASHTO	☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Perpin
Location Engineer
Date 9/30/82

REFERRED TO
Board Staudenmeyer
Cole 7 Mann
Eriksen 1 Watson W
Hager Dorn Lou
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12'	2 @ 12'
SHOULDERS	2 @ 1'	2 @ 8'
MEDIANS		— —
PARKING LANES		— —
SIDEWALKS		— —
BIKEWAYS		on shldrs
INTERCHANGES		———
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Mid Fk. Coyote Cr.	☐	☒	☐
Stream Coyote Cr.	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☒	☐	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☐	☒
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☐	☒
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type Telephone, power

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT—OF—WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	5

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

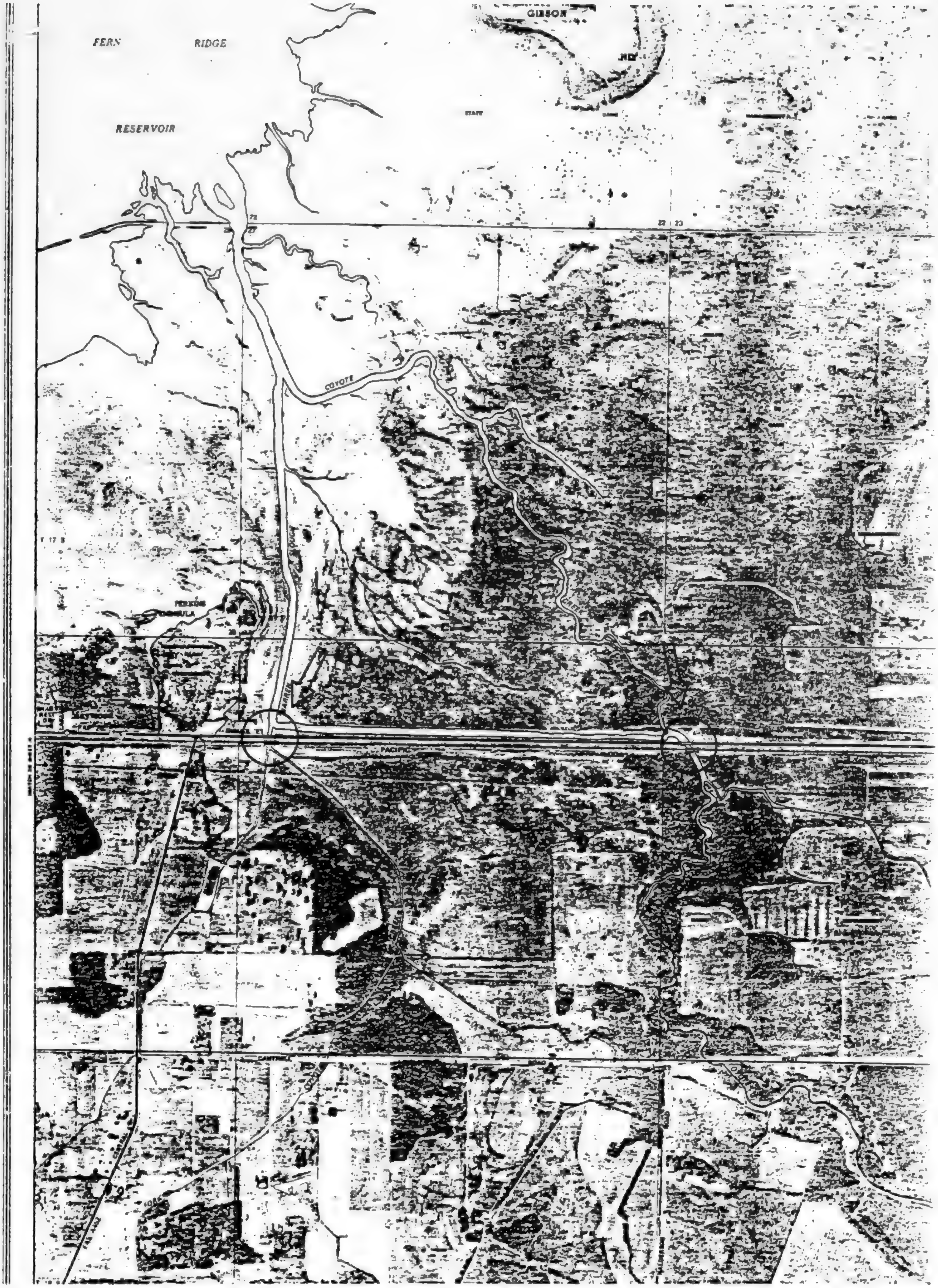
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	40,000	56.800
RIGHT OF WAY		
TRAFFIC CONTROL	50,000	70.000
ILLUMINATION		
STRUCTURES 155'×40' & 135'×40'	820,000	482.000
~~RAILROAD~~ Remove Exist Structures		35.000
ROADWAY		100.000
OTHER Detour Structures		196.000
ENGINEERING & CONTINGENCIES	174,000	323.000
PROJECT TOTAL	1,084,000	1. 260.800

SUBMITTED BY ______________________

ROGER PATITZ


FERN RIDGE
RESERVOIR
GIBSON
COYOTE
PERKINS PENINSULA
PACIFIC

62n

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Middle Fork Coyote Creek Bridge (M.P. 49.93)
Florence-Eugene Hwy #62

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 20-1904N

DATE copied 9-21-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 4,000	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	200	0	935 SOILS	500	500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	100	100
905 FINAL DESIGN	2,000	0	920 PROGRAM MANAGEMENT	100	0	937 HYDRAULICS	2,500	500
906 BRIDGE DESIGN	10,000	0	921 SPECIFICATIONS	2,500	0	938 REGION ENVIRONMENT	100	100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	0	940 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING		
910 REGION GEOLOGIST	200	200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	4,800	4,800	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200	200	932 RAILROAD & UTILITIES	200	0			
						TOTALS	$ 28,400	$ 11,300
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
STATE

LOCATION ENGINEER'S REMARKS
Highway Engineer approved this project for Field Survey 8/27/82. Additional P.E. work will be performed under a F.A. project.

cpy Watson

1 Versteeg ✓
Anderson
2 Adams
3 Olson a
Sullivan
Terpin
4 Trout
Walling

RECEIVED
DEC 17 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

PREPARED BY copied from Auth. dated 7-30-82 signed by R. Patits	DATE 9-21-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 9/29/82
RECOMMENDED, REGION ENGINEER X Frank E. Turpin	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-29-82
RECOMMENDED, LOCATION ENGINEER X Frank E. Turpin	DATE 9/13/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

2

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Lane County

REGION 3

SECTION Middle Fork Coyote Creek Bridge (M.P. 49.93)
Florence-Eugene Highway #62

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	20-1904	12/1/82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		2,500
906 BRIDGE DESIGN		10,000	921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,800	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		200			

TOTALS	$ 28,400	$ 28,400
PREVIOUS AUTHORIZATION		$ 11,300
ADD. AUTH. REQUIRED		$ 17,100

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF-25(9)

LOCATION ENGINEER'S REMARKS

Highway Engineer approved this project for Field Survey 8/27/82 using State funds. Work also being performed on this FA project under prefix 20-1906. Approved through P.S.E. Doc.

Approved by OTC

PREPARED BY P. V. Lewellyn	DATE 12/1/82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/6/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 12-6-82
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 12/2/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11/22/82	

734-1914 (7-82)

3

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX 20-1904
20-1906 ✓

1 - IDENTIFICATION

PROJECT NAME: Middle Fork Coyote Creek & Coyote Creek Bridges

HIGHWAY NAME: Florence-Eugene

HIGHWAY NUMBER: 62

REGION: 3

ADMINISTRATIVE DISTRICT: 5

COUNTY: Lane

CITY:

LENGTH:

MILEPOST NUMBER: 49.93 & 50.91

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project will replace these two existing structures. A suitable method of handling traffic during construction needs to be determined. The Hydraulics Unit is to determine if culverts could be used for temporary staging. The estimated cost includes construction of temporary structures.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 10,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☒	☐	☐	☐
	PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Perpin
Location Engineer
Date 9/30/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12'	2 @ 12'
SHOULDERS	2 @ 1'	2 @ 8'
MEDIANS		— —
PARKING LANES		— —
SIDEWALKS		— —
BIKEWAYS		on shldrs
INTERCHANGES		________
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☒	☐	☐
Stage Construction	☒	☐	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☒
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☐	☒
River Mid Fk. Coyote Cr.	☐	☒	☐	Div. of State Lands	☒	☐	☐
Stream Coyote Cr.	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☒	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☐	☒
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☒	☐	☐

#5

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type Telephone, power

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT—OF—WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	5

RECOMMENDED CONSTRUCTION DATE ________ (Region) ________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	40,000	56.800
RIGHT OF WAY		
TRAFFIC CONTROL	50,000	70.000
ILLUMINATION		
STRUCTURES 155'×40' & 135'×40'	820,000	482.000
~~RAILROAD~~ Remove Exist Structures		33.000
ROADWAY		100.000
OTHER Detour Structures		196,000
ENGINEERING & CONTINGENCIES	174,000	323.000
PROJECT TOTAL	1,084,000	1. 260.800

SUBMITTED BY ______________________
ROGER PATITZ

$7

FERN RIDGE
RESERVOIR
COYOTE
T 17 S
PERKINS PENINSULA

9719

5

ACC

DATE: August 31, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

agenda
9-29-82
IA-5

SUBJECT: Finance Approval
Coyote Creek and Middle Fork Coyote
Creek Bridges

On the consent calendar for the September 29 meeting will be a request to add two bridge replacement projects to our construction program. They are both on the Florence-Eugene Highway in Lane County at Milepoint 49.0 and Milepoint 50.9.

The estimated construction cost of $1,044,000 would be financed with Federal-Aid Highway Bridge Replacement On-System funds including $209,000 state match.

I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KO:bks st

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
W. E. Schwartz
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Frank Terpin
Alfred Shirley, Jr.
V. E. Skoog
George Bell

5

HIGHWAY DIVISION

H. S. Coulter
State Highway Engineer

August 26, 1982

Robert N. Bothman
Assistant State Highway Engineer

Coyote Bridge No. 2520 and
Middle Fork Coyote Creek Bridge No. 2522
Florence-Eugene Highway
Lane County

Enclosed for your consideration is a project request for replacement of the two subject bridges. Recent inspection uncovered additional significant deterioration and the high projected cost to maintain them makes replacement more cost effective. Both are now under restrictive load limits.

The Division is carrying over $8 million in 1982 Federal authority for highway bridge replacements. The present legislation (HR 6965) has identified $11 million in authority for Oregon in 1983 HBR, therefore the total potentially available in 1983 authority is about $19 million. The current Six-Year Program has identified $7 million in HBR, in addition $5 million has been identified for 1984.

I recommend that we include the above two bridges in our 1983 program and if you approve, have had the enclosed letter to the Commission drafted. I also recommend your approval of a State-funded survey prior to Commission approval in order to expedite engineering of these projects.

In addition, I believe we should identify and start to program about $11 million in projects for our 1983 and 1984 Six-Year HBR program and will initiate this activity.

RNB:ahb
Enclosures
cc E. S. Hunter
W. J. Hart
D. H. Moehring

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION:

Date: 7-30-82

Proposed Section: Coyote Cr. & Mid. Fk. Coyote Cr. Bridges

Region:

Highway: Florence-Eugene St. Hwy. No. 62 M.P. 49.83 to M.P. 50.91 Length:

County(s): Lane

(Attach Sketch Map)

Recommended Construction Date:

Proposed 6 YP 83

Method of Doing Work: Contract XX St. Force Other

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing:

FAI ☐ , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☒ HBR

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year 1980)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:					2	286	10,000	C		
Proposed Facility:					2	290				

D. DEFINE THE PROBLEM:

Deterioration of 40-year old structures and high maintenance requirements. The piling and pile caps are decaying. Weight restrictions have been posted. Monthly inspections are being made.

E. PROPOSED SOLUTION:

Replacement of the structures has been recommended by the structure maintenance engineer.

F. REASON FOR REQUEST AT THIS TIME:

To get project into an approved construction program so these structures can be replaced before they fail or high maintenance costs are incurred.

G. COST ESTIMATE

Roadway Work	$
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	
Structures	1,044,000
Other (Define)	
Preliminary Engineering (By Whom) State	40,000
TOTAL	$ 1,084,000

H. REQUESTED BY:

7-30-82

Region Engineer or Section Head

Approval/Disapproval ____________________
State Highway Engineer Date

Approval/Disapproval ____________________
Asst. Director for Operations Date

Remarks & Action Taken:

Oregon Transportation Commission

Approval Date ____________________

Form 734-1386 (3-78)

1983 Lincoln St.-Poplar St. 9720
(Woodburn) Sec. Settlemier Ave.
(Grading & paving)

9720

HIGHWAY DIVISION [illegible]

		[illegible]	CURRENT DOCUMENT NUMBER
		02	[illegible]
YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5903	10-6-87	0000602378-00

City of Woodburn
Finance Officer
City Hall
Woodburn, Oregon 97071

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C3241990-011	L03	7144			844010	01	$ 238.46
617	C09720-011	L03	2000			844010	02	12,583.04

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

FOLD

DESCRIPTION:

Final Settlement on M5241(1), Lincoln Street - Poplar Street, Settlemier Avenue. Agreement No. 7334:

DESCRIPTION	TOTAL PRICE
Total Project Cost	$ 195,191.82
Less: FHWA Participation	(148,670.51)
Less: Advance Deposit	(9,900.00)
Less: Credit for P. E. by City	(572.82)
Less: State Share of Project	(23,226.99)
TOTAL AMOUNT DUE	$ 12,821.50

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Diane Galida (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

9720

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

6-3-87

C

STATE VOUCHER NO. 9720 3241990
324.1005

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*) XX

VOUCHER PERIOD
FROM 2/12/81
TO 2/28/86

FEDERAL AID PROJECT NO.
M-5241(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
	13,727.21	13,727.21	.8818	12,104.65	12,104.65	-0-
W32	13,349.17	13,338.64	.8815	11,758.01	11,758.01	-0-
	168,115.44	141,585.76	.8815	124,807.85	124,807.85	-0-
	195,191.82	168,651.61	.8815	148,670.51	148,670.51	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	6/02/87	Douglas R. [illegible] Controller

8-7-87
To Type
G

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	LINCOLN ST. - POPLAR ST. (WOODBURN) SETTLEMEIR AVE. - CITY STREET MARION COUNTY					
	Preliminary Engineering Type Code P.E.					
	Work by City of Woodburn	All Required			$ 9,692.32	
	State	All Required			3,847.38	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$ 13,539.70**	
	Construction Type Code 1000 Roadway (Sta. 21+40 to Sta. 44+73)					
	Final Contract Payment Summary	Lump Sum			$127,320.57	✓
SFO #1	Relocate three fire hydrants, 17 water service boxes and four water valves (City of Woodburn)	All Required			5,338.74	✓
SFO #2	Furnish signs and sign posts (State)	All Required			1,422.07	✓
SFO #3	Permanent Pavement Striping (State)	All Required			224.36	✓
	TOTAL PARTICIPATING CONSTRUCTION				**$134,305.74**	
	Construction Engineering					
	State	All Required			$ 20,145.86	✓
	Misc. Project Cost					
	Audit Expense (Const.)	All Required			$ 472.80	✓
	Audit Expense (P.E.)	All Required			187.51	✓
	TOTAL MISC. PROJECT COST				**$ 660.31**	
	TOTAL PARTICIPATING PROJECT COST				**$168,651.61**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 67.32	✓
	Construction Engineering	All Required			26,472.89	
	TOTAL NON PARTICIPATING PROJECT				**$ 26,540.21**	
	TOTAL PROJECT COST				**$195,191.82**	
	City of Woodburn paid $9,119.50 on Preliminary Engineering City of Woodburn paid $5,338.74 on SFO #1					
	Prepared based on Participating Cost as shown on the Federal Billing as of 5/28/87.					
	AMOUNT CARRIED FORWARD					

```
PAGE      1

                  JOB COST SUMMARY RUN ON  08-06-87
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 07/24/87

                                  CREW        CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL  NUMBER        MONTH          DATE
--        -------- ----------  ------       -------     ----------
C09720                          2000                    174,357.99 ***
C09720               199        0100                        -1.09
C09720               300        0100                      -996.40
C09720               336        7783  SPO*1              5,338.74
C09720               349        0100  Interest              67.32
C09720               555        0521                         5.53
C09720               598        0521
C09720               598        0813
C09720               598        0821
C09720               598        2000
C09720               598        8221
ACTIVITY                                                              178,772.09 SUBTOTAL

C09720    010        001        0813                        21.48
C09720    010        001        0821                        67.41
ACTIVITY   010   Const. Engring.                                          88.89 SUBTOTAL

C09720    050        001        0500                       365.28
C09720    050        548        0966                        32.00
ACTIVITY   050   Audit Services                                          397.28 SUBTOTAL

C09720    900        598        0521
ACTIVITY   900                                                                  SUBTOTAL

C09720    914        001        2000                       160.54
C09720    914        001        7700                        21.65
C09720    914        550        2000                         8.40
ACTIVITY   914   Utility Liaison                                         190.59 SUBTOTAL

C09720    921        001        7114                        40.14
C09720    921        001        7200                       120.41
C09720    921        136        0521                       263.62
C09720    921        504        0521                        62.10
ACTIVITY   921   Specifications                                          486.27 SUBTOTAL

C09720    940        001        8221                        20.49
ACTIVITY   940   Materials Testing                                        20.49 SUBTOTAL

C09720    990        001        0521                         9.00
ACTIVITY   990   Hwy Acctng Services                                       9.00 SUBTOTAL

EA        C09720 TOTAL                                                179,964.61


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  08-06-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 07/24/87

                                          CREW   MSA          CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--          ------ -------- ---------- ------ -----         -------       ----------
C09720      000               555        0521                            P ✓   5.53
OBJ-DETAIL 555        Hwy Acctng Servises                                       5.53

C09720      000               598        0521
C09720      000               598        0813
C09720      000               598        0821
C09720      000               598        2000
C09720      000               598        8221
OBJ-DETAIL 598

ACTIVITY                                                                   5.53 SUBTOTAL

C09720      000      010      001        0813                                  21.48
C09720      000      010      001        0821                            ✓     67.41
OBJ-DETAIL 001                                                                  88.89

ACTIVITY    010    const. Engrn tot                                P ✓   88.89 SUBTOTAL

C09720      000      914      001        2000                                 160.54
C09720      000      914      001        7700                                  21.65
OBJ-DETAIL 001                                                                182.19

C09720      000      914      550        2000                                   8.40
OBJ-DETAIL 550                                                                  8.40

ACTIVITY    914    Utility Liaison tot                              P ✓  190.59 SUBTOTAL

C09720      000      921      001        7114                                  40.14
C09720      000      921      001        7200                                 120.41
OBJ-DETAIL 001                                                                160.55

C09720      000      921      136        0521                                 263.62
OBJ-DETAIL 136                                                                263.62

C09720      000      921      504        0521                                  62.10
OBJ-DETAIL 504                                                                  62.10

ACTIVITY    921    Specs.   tot.                                    P ✓  486.27 SUBTOTAL

C09720      000      940      001        8221                                  20.49
OBJ-DETAIL 001                                                                 20.49

ACTIVITY    940    Materials Test                                   P ✓   20.49 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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6

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                   JOB COST SUMMARY RUN ON  08-06-87
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 07/24/87

                                        CREW   MSA          CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--          ------ -------- ---------- ------ -----         --------      ----------
SUB-JOB       000 SUBTOTAL                                                   791.77

C09720    001              349        0100                                    67.32
OBJ-DETAIL 349             Interest                                           67.32

ACTIVITY                                                                      67.32 SUBTOTAL

SUB-JOB      001 SUBTOTAL N-P  Interest                           N-P ✓       67.32

C09720    010                         2000                                    34.16 ***
OBJ-DETAIL                                                                    34.16

ACTIVITY                                                                      34.16 SUBTOTAL

C09720    010      900     598        0521                               ✓26,354.83
OBJ-DETAIL 598            Co                                              26,354.83

ACTIVITY   900                                                  N-P       26,354.83 SUBTOTAL

SUB-JOB     010 SUBTOTAL N-P  Const. Engr.                              ✓ 26,388.99 ✓

C09720    011                         2000                               149,585.31 ***
OBJ-DETAIL                                                               149,585.31

C09720    011              199        0100                        P    ✓      -1.30
OBJ-DETAIL 199                 Const. Engr.                                   -1.30

C09720    011              300        0100                        P    ✓  -1,184.61
OBJ-DETAIL 300              Pay Contr. P.                                 -1,184.61

C09720    011              336        7783   SF01                 P    ✓   5,338.74
OBJ-DETAIL 336              SFO#1                                          5,338.74

ACTIVITY    P                                                        153,738.14 SUBTOTAL

C09720    011      050     001        0500                        P          365.28
OBJ-DETAIL 001              Audit                                            365.28

C09720    011      050     548        0966                        P           32.00
OBJ-DETAIL 548              Audit                                             32.00

ACTIVITY   050 P           Audit total                            P    ✓     397.28 SUBTOTAL

C09720    011      900     598        0521                               -14,541.38

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                     JOB COST SUMMARY RUN ON  08-06-87
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 07/24/87
                                             CREW   MSA          CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          ✓  DATE
--          ------ -------- ---------- ------ -----        --------          ----------
OBJ-DETAIL 598          Const Engring                            P          ✓ -14,541.38

ACTIVITY    900                                                             -14,541.38 SUBTO

C09720      011    990      001        0521                                  ✓   9.00
OBJ-DETAIL 001          Hwy Acctng Serv.                       P                9.00

ACTIVITY    990                                                                  9.00 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                                    139,603.04

C09720      021                        2000                                  11,813.45 ***
OBJ-DETAIL                                                                   11,813.45

ACTIVITY                                                                     11,813.45 SUBTOTAL

C09720      021    900      598        0521                            P  ✓ -11,813.45
OBJ-DETAIL 598          Const Engr.                                     -11,813.45

ACTIVITY    900                                                             -11,813.45 SUBTOTAL

SUB-JOB     021 SUBTOTAL

C09720      080                        2000                                       3.80 ***
OBJ-DETAIL                                                                        3.80

ACTIVITY                                                                          3.80 SUBTOTAL

SUB-JOB     080 SUBTOTAL                                          N-P            3.80

C09720      081                        2000                                  12,921.27 ***
OBJ-DETAIL                                                                   12,921.27

C09720      081             199        0100                            P   ✓       .21
OBJ-DETAIL 199          Const Engr.                                               .21

C09720      081             300        0100  P                         P  ✓    188.21
OBJ-DETAIL 300          Pay Contractor                                        188.21

ACTIVITY                                                                     13,109.69 SUBTOTAL

SUB-JOB     081 SUBTOTAL                                                    13,109.69

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  08-06-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 07/24/87

                                           CREW   MSA          CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--       ------ -------- ---------- ------ -----          -------       ----------
EA         C09720 TOTAL                                                  179,964.61

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
MARKET ST@17TH NE (SALEM)	CONT NO	FA PROJ NOS M				1680001 100				STATE
	324	1989	294	00	N 1				821.96CR	
	324	1989	296	00	N 9			839.84CR	14,711.71CR	
	324	1989	298	00	N 9			839.84	14,711.71	
	324	1989	901	00	P 1				29.04	
	324	1989	903	00	P 1				13,872.74	
	324	1989	905	00	P 1			7.20	606.93	
	324	1989	911	00	P 1				1,122.13	
	324	1989	915	00	P 1				106.94	
	324	1989	920	00	P 1				222.61	
	324	1989	921	00	P 1		24.38	32.88	566.37	
	324	1989	922	00	P 1				9.84	
	324	1989	923	00	P 1		.42CR	92.79	92.79	
	324	1989	933	00	P 1				83.98	
			TOT		P1		23.96	132.87	16,713.37	
			TOT		N1				821.96CR	
			** JOB TOTALS **				23.96 **	132.87 **	15,891.41 **	
W LINCOLN ST-POPULAR ST(WBN)	CONT NO	* FA PROJ NOS M				5241001 100				STATE
	324	1990	205	00	P 1			459.28		
	324	1990	294	00	N 1	Local Match		4.15	572.82CR	
	324	1990	296	00	N 9	Tr. St.		269.85CR	12,472.00CR	
	324	1990	298	00	N 9	" Fed.		269.85	12,472.00	
	324	1990	901	00	P 1	Proj. Mgr.		7.84	134.83	✓
	324	1990	903	00	P 1	Pay Loc. Govt		70.34CR	9,692.32	✓
	324	1990	905	00	P 1	Fin. Des.			531.86	✓
	324	1990	910	00	P 1	Reg. Geology			528.38	✓
	324	1990	911	00	P 1	Tr. Sec			84.39	✓
	324	1990	914	00	P 1	Reg. Ut. Liaison		8.40	488.88	✓
	324	1990	915	00	P 1	Audit		151.74	151.74	✓
	324	1990	915	01	P 1	"			35.77	✓
	324	1990	918	00	P 1	Location			44.47	✓
	324	1990	920	00	P 1	Prog. Sec.			241.97	✓
	324	1990	921	00	P 1	Specs			2,039.91	✓
	324	1990	922	00	P 1	Adm. Svcs			11.64	✓
	324	1990	923	00	P 1	Env. Sec.			133.22	✓
	324	1990	932	00	P 1	R/W Ut. Engr.			82.69	✓
	324	1990	933	00	P 1	Surface Design			202.00	✓
			TOT		P1			556.92	14,404.07	
			TOT		N1			4.15	572.82CR	
			** JOB TOTALS **				**	561.07 **	13,831.25 **	
SALEM CARPOOL PROJECT	CONT NO	* FA PROJ NOS M				0000033 100				STATE
	324	1991	296	00	N 9			481.15CR	1,407.63CR	
	324	1991	298	00	N 9			481.15	1,407.63	
	324	1991	90.	00	P 1			9.91	225.65	

324	1002	944	00 P 1		235.81	3,421.88	3,421.88	84	85
324	1002	945	00 P 1		.29CR	63.82	63.82	84	85
324	1002	946	00 P 1		322.11	11,554.60	11,554.60	84	85
324	1002	948	00 P 1		10.04CR	3,485.28	3,485.28	85	85
324	1002	950	00 P 1		2.12CR	471.13	471.13	84	85
		TOT	P1		16,614.09	255,329.91	255,329.91		
		TOT	N1		559.58	570.78	570.78		
		** JOB TOTALS **			17,173.67 **	255,900.69 **	255,900.69 **		

LINCOLN ST-POPLAR ST CONT NO 9720 FA PROJ NOS M 5241001 90 M 5241001 M 5241001 10 STATE

324	1005	201	00 P 1	Pay Cont.			119,809.83 ✓	83	84
324	1005	201	00 P 8	" "			8,507.14 ✓	84	84
324	1005	204	00 P 1	Ret. Percent. Cr.			1,350.00CR	83	84
324	1005	204	00 P 8	" " "			150.00CR	83	84
324	1005	270	02 P 1	SFO #2			1,422.07 ✓	84	84
324	1005	270	03 P 1	" #3		31.51	224.36 ✓	84	85
324	1005	296	00 N 9	Tr. St.	01CR	22,742.68CR	143,278.98CR	83	85
324	1005	298	00 N 9	" Fed.	01	22,742.68	143,278.98	83	85
324	1005	900	00 P 1	Const. Engr	07.88CR	5,546.24CR	24,782.94 ✓	83	85
324	1005	900	00 P 2	" "	83.01	11,813.45	11,813.45 ✓	84	85
324	1005	900	00 P 8	" "	2.74CR	688.13	4,050.76 ✓	83	85
324	1005	900	00 N 1	" "			34.16 ✓	84	84
324	1005	900	00 N 8	" "			3.80 ✓	84	84
324	1005	900	00 P 1	~~Pay Loc Govt~~ Const Engr			36.76 ✓	83	83
324	1005	900	00 P 8	" " " " "			4.08 ✓	83	83
324	1005	915	00 P 1	Audit	34CR	75.52	75.52 ✓	84	85
324	1005	920	00 P 1	Prog. Sec.	.21CR	45.55	93.92 ✓	83	85
324	1005	920	00 P 8	" "	.02CR	5.06	10.42 ✓	83	85
324	1005	940	00 P 1	Salem Lab	.16CR	288.13	1,983.78 ✓	84	85
324	1005	940	00 P 8		.01CR	32.02	220.42 ✓	84	85
324	1005	944	00 P 1	Tech. Serv.			214.13 ✓	83	84

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 332

DESCRIPTION		PREFIX	FUNCTION	SUB F. GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	324	1005	944	00 P 8	Tech. Serv.			23.78 ✓	83	84
	324	1005	945	00 P 1	Const. Br.	4.53CR	1,003.22	1,105.35 ✓	83	85
	324	1005	945	00 P 8	" "	.50CR	111.47	122.83 ✓	83	85
	324	1005	946	00 P 1	Reg. Engr. Off. Chg.			879.46 ✓	83	84
	324	1005	946	00 P 8	" " " "			97.72 ✓	83	84
	324	1005	948	00 P 1	Gen. Const. Engr.			69.58 ✓	84	84
	324	1005	948	00 P 8	" " "			7.73 ✓	84	84
	324	1005	955	00 P 1	Employee reloc. Assist.			237.61	84	84
	324	1005	955	00 P 8	" " "			26.39	84	84
			TOT	P1		113.12CR	4,102.31CR	149,585.31		
			TOT	P2		83.01	11,813.45	11,813.45		
			TOT	P8		3.27CR	836.68	12,921.27		
			TOT	N1				34.16		
			TOT	N8				3.80		
			** JOB TOTALS **			33.38CR**	8,547.82 **	174,357.99 **		

SPTC XING-MADISON NE(SALEM) CONT NO FA PROJ NOS RRS 1660001 100 STATE

324	1008	296	00 N 9			18.13CR	18.13CR	85	85
324	1008	298	00 N 9			18.13	18.13	85	85
324	1008	920	00 P 1		.09CR	20.05	20.05	85	85
		TOT	P1		.09CR	20.05	20.05		
		** JOB TOTALS **			.09CR**	20.05 **	20.05 **		

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                            JOB COST SUMMARY RUN ON
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 06/20/87

                                              CREW    MSA          CURRENT        BALANCE TO
EA          SUBJOB  ACTIVITY  OBJ-DETAIL     NUMBER  FIELD          MONTH            DATE
--          ------  --------  ----------     ------  -----         -------        ----------
C3241990 010                                  0100                                 -1,718.46 ***
C3241990 010                                  0521                                  1,145.64 ***
OBJ-DETAIL                                                                           -572.82

ACTIVITY                                                                             -572.82 SUBTO

C3241990 010     921         136              0521
OBJ-DETAIL 136

ACTIVITY    921                                                                              SUBTO

SUB-JOB     010 SUBTOTAL                                                             -572.82

C3241990 011                                  0100                                 14,404.07 ***
OBJ-DETAIL                                                                         14,404.07

ACTIVITY                                                                           14,404.07 SUBTO

C3241990 011     914         001              2000                                   -160.54
C3241990 011     914         001              7700                                    -21.65
OBJ-DETAIL 001                                                                       -182.19

C3241990 011     914         550              2000                                     -8.40
OBJ-DETAIL 550                                                                         -8.40

ACTIVITY    914      UTILITY LIAISON                                                 -190.59 SUBTO

C3241990 011     921         001              7114                                    -40.14
C3241990 011     921         001              7200                                   -120.41
OBJ-DETAIL 001                                                                       -160.55

C3241990 011     921         136              0521                                   -263.62
OBJ-DETAIL 136                                                                       -263.62

C3241990 011     921         504              0521                                    -62.10
OBJ-DETAIL 504                                                                        -62.10

ACTIVITY    921        SPECS                                                         -486.27 SUBTO
SUB-JOB     011 SUBTOTAL                                                           13,727.21

EA          C3241990 TOTAL                                                         13,154.39


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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W-NUMBER
D
/87

 CURRENT        BALANCE TO
  MONTH            DATE
 --------       -----------
                 -1,718.46 ***
                  1,145.64 ***
                   -572.82

                   -572.82 SUBTOTAL



                           SUBTOTAL

                   -572.82

                 14,404.07 ***
                 14,404.07

                 14,404.07 SUBTOTAL

                   -160.54
                    -21.65
                   -182.19

                     -8.40
                     -8.40

                   -190.59 SUBTOTAL

                    -40.14
                   -120.41
                   -160.55

                   -263.62
                   -263.62

                    -62.10
                    -62.10

                   -486.27 SUBTOTAL

                 13,727.21

                 13,154.39
```

[35]

M-5241(1)

12/23/85

OREGON STATE HIGHWAY DIVISION

REQUEST FOR WARRANT

Payable to: Stadeli Bros
Po Box 600
Silverton OR 97381

Project No.:
Hwy. Agr. No.:
Contract No.: 9720

Project: Lincoln st-Poplar St (Woodburn)
Period Covered: to 5/24/84

Estimate No.:
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	1500.00		1500.00
	Interest on $503.60 from			
	1/16/85 – 10/13/85. 271 days			
	@ .2484/day = 67.32 ✓	67.32		67.32
	Totals			
	Retained ___%			
	Total Payments	1567.32		1567.32

Approved by:

Prepared by: J Peterson

Common Data Elements

Doc. No. BW C09720

10 30 85
Month Day Year

Agency 02 Vendor # 0000962610 Suf 00 Ref. Doc./Suf. ________ Check No. ________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	240	C09720	000	~~1000~~ 0100					1500.00	C09720		
02	223	↓	001	↓	349				67.32			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

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                                   OREGON DEPARTMENT OF TRANSPORTATION                                       11/01/85
                                          HIGHWAY DIVISION
MCP010-1      CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                      PAGE    1

CONTRACT NUMBER:  C09720          ESTIMATE NUMBER: 010          STADELI BROS., CONSTRUCTION.

                            CONTRACT         LIQUIDATED              RETAINAGE       FORCE ACCOUNT            NETPAY
NUMBER     NUMBER            PAYMENT           DAMAGE                                   AMOUNT

AMOUNT TO DATE:            126,017.79             0.00                   1.00          1,302.78            127,319.
PRIOR AMOUNT:              127,014.19             0.00               1,500.00          1,302.78            126,816.

PRESENT AMOUNT:                996.40-            0.00     ******************               0.00               996.

EA-        SUB-             CONTRACT         LIQUIDATED              RETAINAGE       FORCE ACCOUNT            NETPAY
NUMBER     NUMBER            PAYMENT           DAMAGE                                   AMOUNT

C09720      011              1,184.61-            0.00                   0.00               0.00             1,184.
C09720      081                188.21             0.00                   0.00               0.00               188.

         TOTAL                 996.40-            0.00                   0.00               0.00               996.
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Wesley Nelson

M-5241(1)

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              OREGON DEPARTMENT OF TRANSPORTATION                                    11/01/85
                     HIGHWAY DIVISION
NTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE              PAGE   1

C09720          ESTIMATE NUMBER: 010          STADELI BROS., CONSTRUCTION.

        CONTRACT            LIQUIDATED              RETAINAGE         FORCE ACCOUNT            NETPAY
        PAYMENT               DAMAGE                                     AMOUNT

       126,017.79                0.00                   1.00              1,302.78            127,319.57
       127,014.19                0.00               1,500.00              1,302.78            126,816.97

          996.40-                0.00     ******************                  0.00               996.40-
        CONTRACT            LIQUIDATED              RETAINAGE         FORCE ACCOUNT            NETPAY
        PAYMENT               DAMAGE                                     AMOUNT

        1,184.61-                0.00                   0.00                  0.00             1,184.61-
          188.21                 0.00                   0.00                  0.00               188.21

          996.40-                0.00                   0.00                  0.00               996.40-
```

rvey Nelson

M-5241(1)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

RM 734-1020 (REV. 7-78)

COUNTY MARION	CONTRACT NO. C09720	ESTIMATE NO. 10	PREFIX NO'S.
HIGHWAY SETTLEMIER AVE (FAU 5241)	FEDERAL AID PROJECT NO. M 5241001		
SECTION LINCOLN ST-POPLAR ST(WOODBURN)			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOU
11 MOBILIZATION		LUMP SUM	6000.0000	100.000	6000.00	6000.00	
11 TEMPORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	2000.0000	100.000	2000.00	2000.00	
11 TEMPORARY SIGNS		SQ FT	8.0000	152.600	1220.80	1220.80	
11 TEMPORARY BARRICADES		EACH	80.0000	21.000	1680.00	1680.00	
FLAGMEN	PA 2	HOUR	40.0000	449.750	17990.00	17990.00	
11 REMOVAL OF STRUCTURES AND OBSTRUCTIONS		LUMP SUM	5000.0000	100.000	5000.00	5000.00	
11 CONCRETE SAWING		LIN FT	.5000	4,472.600	2236.30	2509.15	272
11 GENERAL EXCAVATION		CU YD	2.0000	1,232.760	2465.52	2303.20	162
11 TRENCH EXCAVATION		CU YD	5.0000	170.250	851.25	1129.50	278
11 FILTER FABRIC MEMBRANE		SQ YD	1.7000	1,052.600	1789.42	1791.51	2
11 3/4"-0 AGGREGATE BASE		TON	7.0000	1,746.070	12222.49	12093.97	128
11 CLASS B OR CLASS C	ASPHALT CONCRET	TON	27.0000	657.510	17752.77	17752.77	
11 REINFORCING FABRIC		SQ YD	1.7000	2,073.000	3524.10	3524.10	
81 CONCRETE IN WALK-WALL	COMBINATION	CU YD	185.0000	21.000	3885.00	3959.00	74
81 REINFORCEMENT IN WALK-	WALL COMB	LB	.2500	1,155.000	288.75	288.50	
11 10-INCH SEWER PIPE		LIN FT	8.0000	569.000	4552.00	4536.00	16
11 6-INCH DUCTILE IRON PIPE		LIN FT	60.0000	28.000	1680.00	1680.00	
11 EXTRA FOR PIPE UNDER	PAVEMENT	LIN FT	9.0000	200.000	1800.00	2344.50	544
11 6-INCH DRAIN PIPE		LIN FT	5.0000	120.000	600.00	600.00	
11 SPECIAL FILTER MATERIAL	IN DRAINS	CU YD	12.0000	20.700	248.40	285.60	37
FILTER FABRIC		SQ YD	2.0000	146.700	293.40	293.40	
CONCRETE WALKS		SQ YD	10.0000	986.400	9864.00	9670.00	194
81 CONCRETE DRIVEWAYS		SQ YD	12.0000	376.800	4521.60	4259.64	261
11 CONCRETE CURBS	PA 2	LIN FT	3.9000	3,625.500	14139.45	14135.55	3
11 EXTRA FOR ASPHALT	APPROACHES	EACH	200.0000	5.000	1000.00	1000.00	
11 ADJUSTING MANHOLES		EACH	150.0000	4.000	600.00	600.00	
11 ADJUSTING BOXES		EACH	80.0000	4.000	320.00	320.00	
11 SOD LAWN		SQ YD	1.0000	780.000	780.00	797.00	17
PRICE AGREEMENT ITEMS							
1A 11 REMOVE 3 TREES		LUMP SUM	1900.0000	100.000	1900.00	1900.00	
11 01 85 PG. 01 C09720			TOTAL CONTRACT ITEMS				
OUS VOUCHER NO.			% RETAINED ON CONTRACT ITEMS				
KED BY:			FORCE ACCOUNT				

VOUCHER

Y DIVISION

COUNTY MARION	CONTRACT NO. C09720	ESTIMATE NO. 10	PREFIX NO'S.
HIGHWAY SETTLEMIER AVE (FAU 5241)	FEDERAL AID PROJECT NO. M 5241001		
SECTION LINCOLN ST-POPLAR ST(WOODBURN)			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	6000.0000	100.000	6000.00	6000.00	
OTECTION AND DIR OF TRAFFIC	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
GNS	SQ FT	8.0000	152.600	1220.80	1220.80	
RRICADES	EACH	80.0000	21.000	1680.00	1680.00	
PA 2	HOUR	40.0000	449.750	17990.00	17990.00	
TRUCTURES AND OBSTRUCTIONS	LUMP SUM	5000.0000	100.000	5000.00	5000.00	
ING	LIN FT	.5000	4,472.600	2236.30	2509.15	272.85-
VATION	CU YD	2.0000	1,232.760	2465.52	2303.20	162.32
ATION	CU YD	5.0000	170.250	851.25	1129.50	278.25-
C MEMBRANE	SQ YD	1.7000	1,052.600	1789.42	1791.51	2.09-
GATE BASE	TON	7.0000	1,746.070	12222.49	12093.97	128.52
LASS C ASPHALT CONCRET	TON	27.0000	657.510	17752.77	17752.77	
FABRIC	SQ YD	1.7000	2,073.000	3524.10	3524.10	
WALK-WALL COMBINATION	CU YD	185.0000	21.000	3885.00	3959.00	74.00-
T IN WALK- WALL COMB	LB	.2500	1,155.000	288.75	288.50	.25
R PIPE	LIN FT	8.0000	569.000	4552.00	4536.00	16.00
LE IRON PIPE	LIN FT	60.0000	28.000	1680.00	1680.00	
PE UNDER PAVEMENT	LIN FT	9.0000	200.000	1800.00	2344.50	544.50-
PIPE	LIN FT	5.0000	120.000	600.00	600.00	
ER MATERIAL IN DRAINS	CU YD	12.0000	20.700	248.40	285.60	37.20-
C	SQ YD	2.0000	146.700	293.40	293.40	
S	SQ YD	10.0000	986.400	9864.00	9670.00	194.00
VEWAYS	SQ YD	12.0000	376.800	4521.60	4259.64	261.96
BS PA 2	LIN FT	3.9000	3,625.500	14139.45	14135.55	3.90
PHALT APPROACHES	EACH	200.0000	5.000	1000.00	1000.00	
NHOLES	EACH	150.0000	4.000	600.00	600.00	
XES	EACH	80.0000	4.000	320.00	320.00	
	SQ YD	1.0000	780.000	780.00	797.00	17.00-
EMENT ITEMS						
ES	LUMP SUM	1900.0000	100.000	1900.00	1900.00	
. 01 C09720	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09720

ESTIMATE NO. 10

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
3002B	11 SPECIAL MANHOLE	EACH	800.0000	1.000	800.00	800.00
3002D	11 CONC INLET TYPE G-1	EACH	350.0000	13.000	4550.00	4550.00
3003A	11 REMOVE DRIVEWAY	LUMP SUM	185.0000	100.000	185.00	
3003B	11 REMOVE SIDEWALK	LUMP SUM	125.0000	100.000	125.00	
3006A	11 PRICE ADJ NON-SPEC "C" A/C	LUMP SUM	847.4600-	100.000	847.46-	
	FORCE ACCOUNT ITEMS					
901	11 INSTALL ONE-WAY SIGNING				1302.78	1302.78

Type Code "P" Construction Cost Total Cost

I006 # 127,320.57 127,320.57

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 11 01 85 PG. 02 C09720

PREVIOUS VOUCHER NO.

CHECKED BY:

ENGINEER OR AUDITOR Craig Nelson

	AMOUNT TO DATE	PREVIOUS AMOUNT
TOTAL CONTRACT ITEMS	126017.79	127014.19
% RETAINED ON CONTRACT ITEMS		
FORCE ACCOUNT	1302.78	1302.78
TOTAL PAYMENTS	127,320.57	

PAYMENT VOUCHER

ATE HIGHWAY DIVISION

COUNTY	CONTRACT NO. C09720	ESTIMATE NO. 10	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
AL MANHOLE		EACH	800.0000	1.000	800.00	800.00	
INLET TYPE G-1		EACH	350.0000	13.000	4550.00	4550.00	
E DRIVEWAY		LUMP SUM	185.0000	100.000	185.00		185.00
E SIDEWALK		LUMP SUM	125.0000	100.000	125.00		125.00
ADJ NON-SPEC	"C" A/C	LUMP SUM	847.4600-	100.000	847.46-		847.46-
CE ACCOUNT ITEMS							
LL ONE-WAY SIGNING					1302.78	1302.78	

Code "P" Construction Cost Total Cost

6 # 127,320.57 127,320.57

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

PG. 02 C09720	TOTAL CONTRACT ITEMS	126017.79	127014.19	996.40-
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT	1302.78	1302.78	
	TOTAL PAYMENTS	127,320.57		

9720

November 4, 1985

Allied Fidelity Insurance Co.
c/o Northwest Bonding Company
Attn: Dennis Gilbert
P.O. Box 1448
Beaverton, OR 97005

CON 5
#9720

On September 9, 1985, we wrote to you concerning release of final payment on Contract No. 9720 awarded to Stadeli Bros. Construction, Inc. for work on the Lincoln Street-Poplar Street (Woodburn) Section of FAU 5241 in Marion County.

Final payment on this contract is $503.60 and the total contract amount is $127,320.57 including $1,302.78 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Stadeli Bros Construction, Inc.
P.O. Box 600
Silverton, OR 97381

Allied Fidelity Insurance Co.
2532 S.E. Hawthorne Blvd.
Portland, OR 97214

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD
11-4-85 ac

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 30, 1985

IN REPLY REFER TO
HFO.2-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project M-5241(1)
Lincoln St. - Poplar St. (Woodburn)
Settlemeir Avenue
Marion County

By an August 5, 1985 letter, Mr. Potter requested approval of a program change to extend the subject project limits by 60 feet at the beginning and 48 feet at the end of the project. The extensions are documented in Price Agreement No. 5 dated April 30, 1985. The project work was completed May 24, 1984, and accepted with a final inspection on September 6, 1984.

The work is not eligible for Federal-aid participation as it was performed outside the limits of the project during the life of the contract without advanced approval. Price Agreement No. 5 is being returned without approval.

Sincerely yours,

G. K.
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const)

RECEIVED
STATE HWY ENGR

OCT 2 '85

REFER TO
Potter - Fredrickson

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

WES
7AA
10/3

9 7 2

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 5, 1985

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. M-5241(1)
Lincoln St.-Poplar St. (Woodburn)
Settlemeir Avenue
Marion County

I request your approval of a program change on the subject project to extend the beginning of the project in a southerly direction 60 feet to Sta. 20+80 and the end of the project in a northerly direction 48 feet as indicated on the enclosed copy of price agreement no. 5. This change will involve a revision in project length to read 0.462 mile.

I further request approval of the enclosed price agreement no. 5 at an estimated total cost of $1,275.70 with no anticipated increase in total cost or federal funds on the project at this time.

CPL:pf
Enclosure

cc: W. Anhorn, Region 2
P. Patterson
G. Zehner
General Files

Form 734-3122

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: LINCOLN ST. - POPLAR ST. (WOODBURN)

WEEK ENDING: 1/5/85

SECTION PREFIX: 324-1005

HIGHWAY: SETTLEMIER AVE. (FAU 5241)

COUNTY: MARION

NAME OF JOB: LINCOLN ST.-POPLAR ST.(WOODBURN)

KIND OF WORK: GRADING & PAVING

CONTRACTOR: STADELI BROS. CONST. INC.

CONTRACT NUMBER: 9720

FEDERAL AID PROJECT NUMBER: M-5241(1)

DATE OF CONTRACT: OCTOBER 20, 1983

DATE WORK STARTED: 11-01-83

ESTIMATED COMPLETION DATE: 5/29/84

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 120 CWD

WORK DAYS USED

CALENDAR DAYS USED 115

SPECIFIED COMPLETION DATE

PROJECT AUTHORIZATION: $ 145,625.78

PERCENT OF TIME ELAPSED: 96

EXCLUSIVE OF ENGINEERING: $ 130,625.78

ENGINEERING AUTHORIZATION: $ 15,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 136,134.95

ENGINEERING COST TO DATE: $ 30,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN / UNDERRUN: +4.2 %

PERCENT OF AUTHORIZATION: 200 %

DATE PROJECT WAS COMPLETED: 5-24-84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	100	100	100	100	------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	500 c/y	815 ton			730 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1212	1751 ton			657 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE F CAE .... RECEIVED LS ..... TC .....
COE .... OM .... SA ..... CC .....
OE .....
CA ..... JAN 10 1985 FE ..... CP .....
PQC .....
CAM ..... CONSTRUCTION QCS .....
EEO ..... SECTION FILE .....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final completed and sent to Region II, January 3, 1985.

LAST REPORT!!!!!

SIGNED
Arvey Nelson, PROJECT MANAGER

LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 6, 1984

In Reply Refer to
File No

TO: Oregon Transportation Commission

CON 5

ORIGINAL SIGNED BY WENDELL L. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Lincoln St.-Poplar St. (Woodburn) Section
Settlemier Ave. (FAU 5241) Highway, Marion County
Contract No. 9720

This federal-aid project was recently completed and it is now apparent that the final cost will exceed the project authorization by $18,400.00 or 12.6 percent. A previous increase in the project authorization was approved at the meeting of May 15, 1984, on the basis of increased traffic control measures and added work items.

Additional quantities of aggregate base material were required to provide a proper foundation for the extension of the concrete curb on the westerly side of the street as requested by the City of Woodburn. After work was completed it was found that one driveway had to be rebuilt due to dragging of vehicle bumpers. In addition, some sidewalk removal work was required in order to allow repair of a malfunctioning drain line. These additional items of work added more than $7,400 to the cost of the project.

The balance of the current overrun consists of additional construction engineering costs incurred in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase, except $7,633, is eligible for federal participation.

I recommend that the authorization be increased by $18,400.00 to a new total of $164,025.70. This matter will be on the consent calendar for the September 18 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 6, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

O.K.-WS

SUBJECT: Request for Increase in Project Authorization
Lincoln St.-Poplar St. (Woodburn) Section
Settlemier Ave. (FAU 5241) Highway, Marion County
Contract No. 9720

This federal-aid project was recently completed and it is now apparent that the final cost will exceed the project authorization by $18,400.00 or 12.6 percent. A previous increase in the project authorization was approved at the meeting of May 15, 1984, on the basis of increased traffic control measures and added work items.

Additional quantities of aggregate base material were required to provide a proper foundation for the extension of the concrete curb on the westerly side of the street as requested by the City of Woodburn. After work was completed it was found that one driveway had to be rebuilt due to dragging of vehicle bumpers. In addition, some sidewalk removal work was required in order to allow repair of a malfunctioning drain line. These additional items of work added more than $7,400 to the cost of the project.

The balance of the current overrun consists of additional construction engineering costs incurred in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase, except $7,633, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $18,400.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
Arvey Nelson
B. M. Walton
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

7720

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 11, 1987

CITY: Woodburn AGREEMENT NO: 7334 PROJECT NO: M-5241(1)

CONTRACT NO: 9720 SECTION: Lincoln St.-Poplar St., Settlemier Ave.

PRELIMINARY ENGINEERING (PREFIX NO. 324-1990):

Project Manager	$ 134.83
Work By City	9,692.32
Final Design	531.86
Region Geology	528.38
Traffic Section	84.39
Region Utility Liaison	298.29
Audit Expense	187.51
Location	44.47
Program Section	241.97
Specifications	1,553.64
Administrative Services	11.64
Environmental Section	133.22
R/W Utility Engineer	82.69
Surface Design	202.00
TOTAL P.E. COST	$ 13,727.21

CONSTRUCTION (PREFIX No. 324-1005 & C09720):

Payment to Contractor	$127,320.57
SFO #1 Relocate Water Services, Valves & Hydrants	5,338.74
SFO #2 Furnish Signs & Sign Posts	1,422.07
SFO #3 Permanent Striping	224.36
Construction Engineering ($26,472.89 Non-Participating)	40,891.06
Interest on Final Payment (Non-Partic.)	67.32
Audit Services	472.80
Program Section	104.34
Materials Testing	2,224.69
Technical Services	237.91
Specifications	486.27
Highway Accounting Services	14.53
Utility Liaison	190.59
Construction Branch	1,228.18
Region Office Charges	977.18
Employee Relocation Assistance	264.00
TOTAL CONSTRUCTION COST	$181,464.61

SUMMARY

Total P.E. Cost	$ 13,727.21
Total Construction Cost	181,464.61
TOTAL PROJECT COST	$195,191.82
Less Federal Funds - P.E.	(12,104.65)
Less Federal Funds - Const.	(136,565.86)
Less State Share:	
P.E. = ($13,727.21 - $12,104.65) x 50% =	(811.28)
Const. = $181,464.61 - ($136,565.86 + $67.32) x 50% =	(22,415.71)
CITY SHARE	$ 23,294.32
Less Advance Deposits 10-19-83 & 7-25-84	(9,900.00)
Credit for P.E. by City	(572.82)
AMOUNT DUE FROM CITY	$ 12,821.50

GEZ:me
cc: Jan Henry
Rick Sjolander
LPG Files

9720

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 5, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY
GARY A. POTTER**

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. M-5241(1)
Lincoln St.-Poplar St. (Woodburn)
Settlemeir Avenue
Marion County

I request your approval of a program change on the subject project to extend the beginning of the project in a southerly direction 60 feet to Sta. 20+80 and the end of the project in a northerly direction 48 feet as indicated on the enclosed copy of price agreement no. 5. This change will involve a revision in project length to read 0.462 mile.

I further request approval of the enclosed price agreement no. 5 at an estimated total cost of $1,275.70 with no anticipated increase in total cost or federal funds on the project at this time.

CPL:pf
Enclosure

cc: W. Anhorn, Region 2
P. Patterson
G. Zehner
General Files

6

Form 734-3122

SC

9720

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-5241(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

7-25-84

4. PROGRAM NO.

5. ITEM NO. 10111

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-18-84

8. FEDERAL ROUTE NUMBER FAU-5241

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION

Lincoln Street - Poplar Street (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK

Permanent Pavement Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6-18-84 as requested in Mr. Fredrickson's letter of 7-12-84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $600 Federal Funds $529.

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 7/25/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9720

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-218		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 5		Project Number M-5241(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 11, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 170,763.00	$ 176,699.00
Federal funds	$ 150,526.00	$ 155,758.00
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 12, 1984

FEDERAL AID PROJECT NO. M-5241(1)

LINCOLN ST.-POPLAR ST. (WOODBURN)
SETTLEMEIR AVE.-CITY STREET
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG
PRELIMINARY ENGINEERING

Total the same as previously Revised Project Agreement Estimate of October 3, 1983 $ 14[illegible]50.0

TYPE CODE IOOO
ROADWAY (STA. 21+40 TO STA. 44+73)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 40.00	409.5	$16,380.00	449.75	$ 17,990.00
Trench Excavation	5.00	180	900.00	225.90	1,129.50
6-Inch Drain Pipe	5.00	22	110.00	120	600.00
Concrete Curbs	3.90	3,102.5	12,099.75	3,624.50	14,135.55
Sod Lawn	1.00	550	550.00	797	797.00
		Subtotals	$29,489.75		$ 34,652.05

Increase	$ 5,162.30
Subtotal from Revised Project Agreement Estimate of June 7, 1984	$ 136,185.51
Subtotal	$ 141,347.81
Engineering	21,201.19
Total	$ 162,549.00

Length of Project	0.442 mi.
Cost of Roadway Per Mile	$ 367,757.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 14,150.00	$ 12,472.00	$ 839.00	$ 839.00
Roadway	162,549.00	143,286.00	9,631.00	9,632.00
Total	$ 176,699.00	$ 155,758.00	$ 10,470.00	$ 10,471.00

Group-1 90%; Group-8 10%
Contract No. 9720
Prefix: 324-1990
Prefix: 324-1005
WH:bkb

9720

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-236		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 4	6-12-84	Project Number M-5241(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 11, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 131,559.00	$ 170,763.00
Federal funds	$ 115,967.00	$ 150,526.00
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of June, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 7, 1984

FEDERAL AID PROJECT NO. M-5241(1)

LINCOLN ST.-POPLAR ST. (WOODBURN)
SETTLEMEIR AVE.-CITY STREET
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PENG
PRELIMINARY ENGINEERING

Total the same as on previously revised estimate of October 3, 1983 $ 14,150.00

TYPE CODE I000
ROADWAY (STA. 21+40 to STA. 44+73)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagman	$ 40.00	100	$ 4,000.00	409.5	$ 16,380.00
General Excavation	2.00	500	1,000.00	1,151.6	2,303.20
Filter Fabric Membrane	1.70	210	357.00	1,053.83	1,791.51
3/4"-0 Aggregate Base	7.00	815	5,705.00	1,727.71	12,093.71
Concrete in Walk-Wall Combination	185.00	20	3,700.00	21.4	3,959.00
Concrete Walks	10.00	820	8,200.00	967	9,670.00
Concrete Driveways	12.00	160	1,920.00	371.75	4,461.00
Concrete Curbs	3.90	2,310	9,009.00	3,102.5	12,099.75
Remove 3 Trees (P.A. #1)	1,900.00	---	---	All Required	1,900.00
Special Manhole (P.A. #2)	800.00	---	---	1	800.00
Concrete Inlet, Type G-1 (P.A. #2)	350.00	---	---	13	4,550.00
Install One-Way Signing (F.A. #1)	---	---	---	---	1,302.78
Subtotals			$33,891.00		$ 71,311.21

Increase $ 37,420.01
Subtotal of previously revised estimate of October 31, 1983 98,765.50
Subtotal $ 136,185.51
Engineering 20,427.49
Total $ 156,613.00

Length of Roadway	0.442 mi.
Cost of Roadway Per Mile	$354,328.05

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary	$ 14,150.00	$ 12,472.00	$ 839.00	$ 839.00
Roadway	156,613.00	138,054.00	9,279.50	9,279.50
Total	$ 170,763.00	$ 150,526.00	$ 10,118.50	$ 10,118.50

Group 1 90%; Group 8 10%
Cont[illegible]ct No. 9720
Prefix: 324-1990
Prefix: 324-1005
WH:bkb

9720

STATE COPY 5

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-169	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 3	10-24-83	Project Number M-5241(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 11, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,150.00	$ 131,559.00
Federal funds	$ 12,647.00	$ 115,967.00
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of October, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By For: H.S. Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 3, 1983

Federal-Aid Project No. M-5241(1)

Lincoln St.-Poplar St. (Woodburn)
Settlemier Ave.-City Street
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PENG

Preliminary Engineering		All Required		$ 14,150.00

Type Code I000
Roadway (Sta. 21+40 to Sta. 44+73)

Mobilization		All Required		$ 6,000.00
Temporary Protection and Direction of Traffic		All Required		2,000.00
Temporary Signs	312	Sq. Ft.	8.00	2,496.00
Temporary Barricades	21	Each	80.00	1,680.00
Flagmen	100	Hour	40.00	4,000.00
Removal of Structures and Obstructions		All Required		5,000.00
Concrete Sawing	5,000	Lin. Ft.	0.50	2,500.00
General Excavation	500	Cu. Yd.	2.00	1,000.00
Trench Excavation	180	Cu. Yd.	5.00	900.00
Filter Fabric Membrane	210	Sq. Yd.	1.70	357.00
3/4"-0 Aggregate Base	815	Ton	7.00	5,705.00
Class "B" or Class "C" Asphalt Concrete	730	Ton	27.00	19,710.00
Reinforcing Fabric	1,970	Sq. Yd.	1.70	3,349.00
Concrete in Walk-Wall Combination	20	Cu. Yd.	185.00	3,700.00
Reinforcement in Walk-Wall Combination	1,110	Lb.	0.25	277.50
12-inch Sewer Pipe	654	Lin. Ft.	8.00	5,232.00
6-inch Ductile Iron Pipe	47	Lin. Ft.	60.00	2,820.00
Extra for Pipe Under Pavement	590	Lin. Ft.	9.00	5,310.00
Concrete Inlets, Type "CG-1"	8	Each	400.00	3,200.00
6-inch Drain Pipe	22	Lin. Ft.	5.00	110.00
Special Filter Material in Drains	65	Cu. Yd.	12.00	780.00
Filter Fabric	150	Sq. Yd.	2.00	300.00
Concrete Walks	820	Sq. Yd.	10.00	8,200.00
Concrete Driveways	160	Sq. Yd.	12.00	1,920.00
Concrete Curbs	2,310	Lin. Ft.	3.90	9,009.00

Extra for Asphalt Approaches	5 Each	200.00	1,000.00
Adjusting Manholes	6 Each	150.00	900.00
Adjusting Boxes	3 Each	80.00	240.00
Sod Lawn	550 Sq. Yd.	1.00	550.00
Permanent Striping	2,600 Lin. Ft.	0.20	520.00
		Subtotal	$ 98,765.50
		Engineering	13,333.50
		Total	$ 112,099.00

Length of Roadway 0.442 mi.
Cost of Roadway Per Mile $253,617.65

Work Retained in Program

City of Woodburn (Water)	All Required	$ 5,310.00

Summary of Funds (88.15%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 14,150	$ 12,472	$ 839	$ 839
Roadway	112,099	98,815	6,642	6,642
Reserve	5,310	4,680	315	315
Total	$ 131,559	$ 115,967	$ 7,796	$ 7,796

Group 1 90%; Group 8 10%
Contract No. 9720
Prefix: 324-1990
Prefix: 324-1005

STATE COPY 2

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	9-39
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

[illegible]

State: Oregon
County: Marion
Project Number: M-5241(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 11, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,000.00	$ 14,150.00
Federal funds	$ 7,046.00	$ 12,467.00
Other revisions		

This modification is made for the following reasons: to include approved increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of September, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By DJMoehrng

Program Management Engineer
(Title)

XX~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon August 25, 1982

Federal-Aid Project
No. M-5241(1)

Lincoln St.-Poplar St. (Woodburn) Section
City Street in Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	$ 5,150.00
Preliminary Engineering (City Forces)	All Required	9,000.00
	TOTAL	$14,150.00

Length of Project --------- 0.23 mile

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 14,150.00	$ 12,467.00	$ 841.50	$ 841.50
Retain in Program				
Contract Work	89,000.00	78,320.00	5,340.00	5,340.00
TOTAL	$103,150.00	$ 90,787.00	$6,181.50	$6,181.50

Group 1 100%
Prefix: 324-1990

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
MONTHLY TRANSACTION NUMBER 6-75		County Marion
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number M-2541(1) M 5241(1)
MODIFICATION NUMBER 1	6-2-81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 11, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,000.00	$ 8,000.00
Federal funds	$ 2,640.00	$ 7,046.00
Other revisions		

This modification is made for the following reasons: To include approved increase for preliminary engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of June, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 27, 1981

Federal Aid Project
No. M-5241(1)

Lincoln St. - Poplar St. (Woodburn) Section
City Street in Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$8,000.00
	TOTAL	$8,000.00

Length of Project ------------- 0.23 mi.

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 8,000.00	$ 7,046.00	$ 477.00	$ 477.00
Retain in Program Status				
Contract Work	89,000.00	78,320.00	5,340.00	5,340.00
TOTAL	$97,000.00	$85,366.00	$5,817.00	$5,817.00

Group 1	100%
Prefix	324-1990

STATE COPY OMB No. 04-R2089 2.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3 88	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/11/81	State OREGON County MARION Project No. M-5241(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street, Settlemeir Ave. (Woodburn)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-12-81	0.23
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 3,000.00	FEDERAL FUNDS $ 2,640.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Highway Engineer
(Title)
By For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: E.J. Valach (Acting)

Date executed by Division Administrator MAR 11 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon March 9, 1981

Federal Aid Project
No. M-5241(1)

Lincoln St.-Poplar St. (Woodburn) Section
City Street in Marion County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$3,000.00
	TOTAL	$3,000.00

Length of project ------- 0.23 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 2,640.00	$ 180.00	$ 180.00
Retain in Program Status				
Contract Work	89,000.00	78,320.00	5,340.00	5,340.00
TOTAL	$92,000.00	$80,960.00	$ 5,520.00	$ 5,520.00

Group	1-100%
Prefix	324-1990

324-1005

9720

STATE OF OREGON

INTEROFFICE MEMO

TO: Vern Skoog
CONTROLLER

DATE: July 19, 1984

FROM: Phil Stearns
REGION II FEDERAL AID SPECIALIST

SUBJECT: Lincoln St.-Poplar St. Section
Settlemeir Avenue
Contract 9720

Attached is a check from the City of Woodburn in the amount of $3,400.00. This is the estimated amount remaining for City's share of the total project cost.

The City wished to advance the money prior to July 1, 1984, in order to have the funding fall in the last budget year.

Please take appropriate action to include the $3,400.00 in the City's share of the project cost.

jms

NOTED
R.J. HACE

9720

RECEIVED JUN 2 5 1984
84-58 [illegible] Pg. 68

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 . PHONE 378-2626

June ~~21~~ 25, 1984

In Reply Refer To
File No.:

Frank Tiwari
Director of Public Works
270 Montgomery
Woodburn, OR 97071

Lincoln St. - Poplar St. Section
Settlemier Avenue

The total estimated cost of the Settlemier Project, including preliminary engineering, is $165,000. City's share of the cost is six percent, or $9,900.

Your advance deposit for the project was $6,500. City's estimated cost remaining is therefore $3,400.

You may send a check payable to the Oregon State Highway Division to this office for processing.

Phillip O. Stearns
Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

V14260

POS/cal

Finance

OK to Pay - Budget Line 22-240-720

City-State Agreement # 7334, Council Approval by Resolution # 704 passed on Oct 27, 1980. Supplemental agreement approved by resolution # 752 passed 4/12/84

J Tiwari
6-25-84

9726

P

May 25, 1984

City of Woodburn
City Hall
Woodburn, OR 97071

AGR 4-1

Attention: Barney O. Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7334

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a supplemental agreement for improvements to the Lincoln Street-Poplar Street Section of Settlemier Avenue.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

9720

CITY OF WOODBURN

270 Montgomery Street · Woodburn, Oregon 97071 · XXX-XXXX
982-5240

May 7, 1984

Mr. Phillip O. Stearns
Region 2 Federal Aid Specialist
Department of Transportation
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Three copies of the modified agreement along with the copy of Council approved resolution is being forwarded for your action.

Because we are coming close to the end of this fiscal year, we request the payment of our preliminary engineering bill as soon as possible.

Thank you.

Sincerely,

G. S. (Frank) Tiwari, P.E.
Public Works Director

GST/dlm
CC: City Administrator
File

To coulter
for S.S 5/11/84

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 10 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

9720

11

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: May 4, 1984

TO: Oregon Transportation Commission CON

CC 7b

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Lincoln St.-Poplar St. (Woodburn) Section
FAU 5241 Highway, Marion County
Contract No. 9720

This federal-aid grading and paving project is nearing completion and it now appears that the final cost will exceed the project authorization by $27,500 or 23.2 percent.

The major cause of overrun is the traffic control measures required for proper protection of traffic and workers on the project. the amount of flagging needed was seriously underestimated and it was necessary to institute one-way traffic in order to minimize the overrun. The extra costs of traffic management added approximately $15,800 to the cost of the project. It is estimated that the overrun of flagging would have been $36,000 without use of one-way traffic method.

Removal of three trees and addition of 1,000 feet of curb on the westerly side of the street was requested by the City of Woodburn after the contract was awarded. This work allowed an improved alignment of sidewalk and permits a uniform roadway cross-section throughout the project. These items added approximately $5,800 to the cost of the project. Four additional inlets and a special manhole were required due to revised curb and pipe installations. These added $1,800 to the cost of the project.

Slow progress of the construction, together with plan changes, caused the construction engineering costs to overrun.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $27,500 to a new total of $146,625.78. This matter will be on the consent calendar for the May 15 meeting.

HHP:mk sl

bc Fred D. Miller George Bell
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen

9720

STATE OF OREGON INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: May 4, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Lincoln St.-Poplar St. (Woodburn) Section
FAU 5241 Highway, Marion County
Contract No. 9720

This federal-aid grading and paving project is nearing completion and it now appears that the final cost will exceed the project authorization by $27,500.00 or 23.2 percent.

The major cause of overrun is the traffic control measures required for proper protection of traffic and workers on the project. The amount of flagging needed was seriously underestimated and it was necessary to institute one-way traffic in order to minimize the overrun. The extra costs of traffic management added approximately $15,800 to the cost of the project. It is estimated that the overrun of flagging would have been $36,000 without use of one-way traffic method .

Removal of three trees and addition of 1,000 feet of curb on the westerly side of the street was requested by the City of Woodburn after the contract was awarded. This work allowed an improved alignment of sidewalk and permits a uniform roadway cross-section throughout the project. These items added approximately $5,800 to the cost of the project. Four additional inlets and a special manhole were required due to revised curb and pipe installations. These added $1,800 to the cost of the project.

Slow progress of the construction, together with plan changes, caused the construction engineering costs to overrun.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $27,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Christensen
Arvey Nelson
B. M. Walton
W. F. Cobine
Gary Zehner ✓

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAN. ASSIST. ______ PROJECT UNIT ______
REFER TO ______
FOR ______

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project LINCOLN ST. - POPLAR ST. (WOODBURN) Date 3/20/84

Highway SETTLEMIER AVE. (FAU 5241) Contract No. 9720

County MARION Kind of Work GRADING/PAVING Contractor STADELI CONST.

	Authorized	Estimated
Contract Amount	$ 98,765.50	$ 125,251.78
Anticipated Items	5,310.00	5,310.00
Contingency (4½%)	4,683.40	63.92
Engineering	9,366.80	15,000.00
Credits		
PROJECT COST	$118,125.70	145,625.78 $ ~~-145,561.78-~~
	NET INCREASE $	27,500.00 ~~-27,436.08-~~ OR 23.2 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
Bid Item No. 5	Flagmen	$ 17,200.00	$ 13,200.00
P. A. No. 1	Remove three trees	1,900.00	1,900.00
P. A. No. 2	Construct one special manhole, 12 concrete inlets, Type "G", and increase concrete curb 1000 ln/ft.	5,700.00	5,700.00
E. W. O. No. 1	Install one-way signing	1,302.78	1,302.78
S. F. O. No. 2	State furnish sign materials	1,300.00	1,300.00
Engineering		15,000.00	15,000.00

Principal reasons for overruns (Continue on reverse side): The major overrun on this contract is the overrun of flagging. The original flagging estimate was seriously underestimated causing a large overrun. One way traffic was initiated by E.W.O. No. 1 and S.F.O. No. 2, in the amount of $2,602.78 to reduce the →

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by ____ Resident Engineer

Noted by O. B. Jackmond For Construction ~~or Bridge~~ Engineer

Confirmed by ____ Asst Regional Engineer

Noted by ____ Deputy or State Highway Engineer

68727-734

overrun in flagging from an estimated $36,000.00 to $13,200.00.

The city council requested removal of three trees after the contract was let to permit a straight alignment on adjacent sidewalk , in the amount of $1,900.00

The construction of the following items were included on P.A. No. 2:

1) special manhole requested by City of Woodburn to prevent an unsightly patch in existing pavement in the amount of $800.00

2) 12 Type "G" concrete inlets at reduced price in lieu of 8, CG-1 inlets on contract with a net increase of $1000.00. These inlets have been approved by City of Woodburn.

3) 1000 ln/ft additional concrete curb from Cleveland St. to Garfield St. on Westerly side where the trees were removed, amounting to $3,900.00 as requested by Woodburn City Council.

The Engineering has overrun due to slow progress in construction, additional time required for negotiating with contractor, and plan changes to reduce the flagging overrun. Also engineering of additional construction items.

7720

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rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-5241(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

3-19-84

4. PROGRAM NO.

5. ITEM NO. 10111

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-14-83

8. FEDERAL ROUTE NUMBER FAU 5241

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Lincoln Street - Poplar Street (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK
Furnish signs and sign posts

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12-14-83 as requested in Mr. Fredrickson's letter of 3-9-84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,300 - Federal Funds $1,146.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
3/29

14. DATE 3-19-84

15. SIGNATURE OF APPROVING OFFICIAL Robert B. Holladay

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9720

STATE OF OREGON
Highway Accounting
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR (x ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: March 16, 1984

FROM: V. E. Skoog Frank
Controller

SUBJECT: Pre-award Evaluation
City of Woodburn
Lincoln St.-Poplar St. Section
M-5241(1)

Your memo dated March 12, 1984 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the supplemental preliminary engineering proposal between the City of Woodburn and the Highway Division. The basis of payment for additional services rendered is on actual cost, estimated to be $5,000.00.

We have evaluated the attached agreement and related documents and determined the agreement is in accordance with federal and state procurement procedures, contract provisions and cost principles.

Accordingly, we recommend approval of this agreement.

KJ:cl

PROGRAM SECTION
MANAGER ______ PROJECT UNIT C

MAN. ASST. ______ PROGRAM UNIT ______
REFER TO Ed Mames
FOR Signature

81-125-1387

City of Woodburn

PRE-AWARD EVALUATION PROGRAM

	W/P REF.	INITIAL	DATE
GENERAL			
1. Has adequate time been provided for review. Yes		KJ	03/15/84
2. Determine type of review: [✓ a.] Desk Review (w/survey file) b. Comprehensive Site Review c. Limited Site Review	8.10		
3. Is agreement in compliance with State and Federal accounting standards & regulations.			
4. Determine type of contract: [✓ a.] Cost-reimbursement b. Cost plus a fixed fee c. Firm fixed price d. Fee based on agreed amount per unit of work e. Fee based on specific rate per class of employee	8.21		
5. CONSULTANT SELECTION: FAU 5241	N/A		
LABOR	8.17		
1. Determine from OSHD Project Engineer that labor hours and classifications are reasonable and applicable to contract.			
2. Are labor rates reasonable (compare to prior work, payroll reports, individual records)			
EQUIPMENT			
1. Determine from OSHD Project Engineer that equipment hours are reasonable and applicable to contract.			
2. Are equipment rates reasonable (compare to prior work. Verify supporting documentation)			
MATERIAL			
1. Determine from OSHD Project Engineer that material quantity is reasonable and applicable to contract.			
2. Are material prices reasonable (compare to prior work, invoices, quotations, catalogs, price lists, purchase orders, inventory records, etc.)			

8.11

PRE-AWARD EVALUATION PROGRAM (CONT.)

	W/P REF.	INITIAL	DATE
OVERHEAD (& LOADING RATES)			
1. Review the composition of the overhead rate and determine if the rate is accurate, reasonable and applicable (compare to prior work, trace to ledger and test)	8.17 ↓ N/A	↓	03/15/84 ↓
OTHER COST FACTORS	↓	↓	↓
1. Determine whether there is any extended service life, betterment or other factors affecting the contract.	↓	↓	↓
NET FEE:	8.10	↓	↓
FINAL	↓	↓	↓
1. Prepare pre-award evaluation report (indicate any non-compliance or discrepancies)	↓	↓	↓

FHWA has authorized this increase of $5,000.00 effective 05/13/81 (Ref 8.18).

9720

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-5241(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-6-83

4. PROGRAM NO.

5. ITEM NO. 10111

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
DEC 13 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO files
FOR ______

7. DATE AUTHORIZATION EFFECTIVE 10/24/83

8. FEDERAL ROUTE NUMBER FAU 5241

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Lincoln Street - Poplar Street (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 11/30/83 and contingent upon modification of Project Agreement Estimate if additional funds are required, this will confirm the advance approval date of 10/24/83 to proceed with the actual adjustments to the City of Woodburn's water facilities relocation on an actual cost basis estimated to be $5,310 Federal Funds $4,680.76.

I approve the Agreement with the City of Woodburn.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
DEC 12 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

14. DATE 12/6/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9720

DATE: December 2, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
M-5241(1)

Contract 9720, Work Started October 31, 1983

Project Lincoln St.-Poplar St. (Woodburn)

Highway Settlemeier Ave. (FAU 5241)

County Marion

RDC:mk

cc: R. D. Church

November 30, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
City of Woodburn
Lincoln St.-Poplar St. (Woodburn) Section
Settlemier Ave. (FAU 5241)
Marion County
Project No. M-5241(1)

RECEIVED
TECHNICAL SERVICES
DEC 2 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust the City of Woodburn's water facilities dated September 14, 1983 and November 17, 1983.

A certification prepared by Jerry J. Miller as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City is responsible for the relocation of utilities. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the City's facilities occupy their street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of October 24, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,310.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter
D. E. Swan
Jack M. Cartwright
Jerry J. Miller

9720

5

November 17, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
City of Woodburn
Lincoln St.-Poplar St. (Woodburn) Section
Settlemier Ave. (FAU 5241)
Marion County
Project No. M-5241(1)

Dear Mr. Kappus:

Confirmation of your verbal authorization for the City of Woodburn to proceed with the relocation of their water facilities in conflict with this project as of October 24, 1983 is requested. An estimate of cost has been received from the City in the amount of $5,310. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
October 24, 1983 is approved

William H. Kappus
William H. Kappus, Area Engineer

RECEIVED
TECHNICAL SERVICES
NOV 23 '83
REFER TO
FOR

JMC/llr
cc: ~~E. S. Hunter~~
D. E. Swan
C. O. Fredrickson
Jerry J. Miller
Pete Gonzalez

ROAD DESIGN - HIGHWAY DES 16

November 3, 1983

Arvey Nelson
Project Manager

Merle Anderson
Landscape Architect

1 Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout VP
Wakerlig

RECEIVED
NOV 03 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Saving Existing Trees
Lincoln St.-Poplar St. (Woodburn) Sec.
Settlemeir Ave. F.A.U. 5241
Marion County
Contract No. 9720

I reviewed the trees on the above project with Dan Keeler on October 31, 1983. I am strongly concerned about the chance of survival for those trees where the trunks will be 6" to 1' behind the new curb and also the shag bark hictory at the north end of the project. I recommend a tree specialist be consulted to best evaluate their present condition, chance of survival, and the measures to take in order to save them.

Relocating some of the smaller trees is possibly an alternative that should be considered. Also, replacing some of the smaller trees that are presently in poor condition, such as the three flowering cherries between Montgomery Street and Arthur Street. These could be replaced with 3" - 4" caliper trees.

Some trees, such as the four birch trees between Oak Street and Cleveland Street and the three cherry trees mentioned before, will be within 6" - 1' behind the new curb. I am concerned that these trees may be subject to damage from traffic and also may be a hazard to traffic if not relocated. Normal distance for trees behind a curb is two-foot minimum.

A tree consultant's evaluation of the trees would provide us the information needed to determine the appropriate alternatives available.

MA:mg

9720

5

November 1, 1983

Stadeli Bros. Construction, Inc.
P. O. Box 593
Silverton, OR 97381

CON 5
#9720

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9720 for work on the Lincoln Street-Poplar Street (Woodburn) Section of FAU 5241 (Settlemier Avenue) in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Allied Fidelity Insurance Co.
c/o Northwest Bonding Company
Attn: Dennis Gilbert
P. O. Box 1448
Beaverton, OR 97005

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson
Phil Stearns (contract signature pages attached)

Stadeli Bros. Construction, Inc. P. O. Box 593
Silverton, Oregon 97381

CE
CAE
FOE
QCS
SCS
SEO
RECEIVED
SEP 29 1983
CONSTRUCTION
SECTION
OM
CA
LS
TC
FE
CP

September 28, 1983

HAND DELIVERED

Commission Services
Robert Gormsen
121 Transportation Building
Salem, OR 97310

Re: Current goals for Settlemier Ave. Project #9720

Dear Mr. Gormsen:

Listed below are our current goals for the above referenced job. Our total contract amount is $98,765.00.

For the Disadvantage Business Enterprises (DBE) 2% of our contract we will be using Gervais Construction, 5655 Ferchweiler Lane, Woodburn, OR 97071, #393-0757. Bid item #1 ($900.00), Bid item #14 ($3700.00), Bid item #15 ($277.00) which totals $4877.00.

For the Women's Disadvantaged Enterprises (WBE) 1% of our contract we will be using Pam Construction, Inc., 650 Candalarie Drive South, Salem, OR 97302, #364-7363. Bid item #5 for $1000.00

If you have any further questions, please feel free to contact me.

Sincerely,

STADELI BROS. CONSTRUCTION, INC.

Marvin R. Stadeli
President

MRS:ees

RECEIVED
SEP 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

7720

September 28, 1983

Mr. Frank Tiwari, P.E.
Director of Public Works
City Hall
270 Montgomery
Woodburn, Oregon 97071

MBE

Dear Mr. Tiwari:

On September 22, 1983, we received a satisfactory bid from Stadeli Brothers Construction, P. O. Box 593, Silverton, Oregon 97381 for construction of the Lincoln St.-Poplar St. Section of Settlemier Avenue.

As described in our Agreement No. 7334, we anticipate the financial sharing of the cost will be:

Contractor's bid	$ 98,765.50
Anticipated additional items: Water System Adjustments by City - $5,310 (not included in computation of City Share)	-0-
Subtotal	$ 98,765.50
Contingencies (4-1/2%)	4,444.45
Total Construction for Computation of City Share	$103,209.95
Plus Preliminary Engineering by State	5,150.00
Total	$108,359.95
City Share: 6% of $108,359.95 =	$ 6,501.60
Rounded	$6,500

Please submit your advance deposit of $6,500, which should arrive not later than October 14, 1983, as described in one of the three options for payment on the attachment.

Very truly yours,

10-19-83
Rec'd check $6,500
in Region. G
contract awarded
10-20-83

Gary A. Potter, Manager
Program Section

GEZ:jc
Attachment

bc: w/AD #83-81: Phil Stearns, Region 2
V. E. Skoog - Please return completed AD #83-81 when deposit is made.

9720 5

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-5241(1)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10111

2A. COUNTY NAME Marion

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-31-83

8. FEDERAL ROUTE NUMBER FAU 5241

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

LINCOLN STREET - POPLAR STREET (Woodburn) SECTION

11. GENERAL DESCRIPTION OF WORK

Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Except for mail box adjustments the anticipated items shown in your "PS&E" Estimate dated 8-26-83

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Potter's August 29, 1983 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $138,080; Federal Funds $121,723.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 7 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 8-31-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

/

Section Lincoln St. - Poplar St. (Woodburn) Programming Estimate $ ______

1726

Highway Settlemier ve. (FAU 5241) Pr t Length 0.44 mile

County Marion 8-23-83 Completion Time 120 calendar workdays

Kind of Work Grading and Paving Est. Comp. Date 5-21-84

Prefix 324-1990 Letting Date Sept. 22, 1983 Project No. M-5241(1)

Recv'd 8/23/83
@ 2:15 PM
JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 116,985 50
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ *5,310 00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
City of Woodburn (Water)	*5,310 00	
Subtotal		$ *122,295 50
Contingencies (4-1/2%)		*5,503 30
Engineering (~~8,~~ 9 ~~10~~%) . . . . Subtotal		$ *11,006 60
Credit for ______		
Estimated Net Authorization, Construction		$ *138,805 40

APPROVED cc: Philstrom

Rec'd 8-23-83
E

______
Road Design Engineer

* Rev. 8-23-83 RM.

Rev. 11/81

OREGON STATE ~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE HIGHWAY DIVISION

Section Lincoln St. - Poplar St. (Woodburn)		County Marion		Sheet 1 of 2	
Kind of Work Grading & Paving		Length 0.44 mi.	Date 8-12-83	Name McGill	

COST ANALYSIS UNIT 19 Aug 83

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 22-Sep-83

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		Lump Sum	All	Lump Sum	8,000
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,500
	Temporary Signs		Sq. Ft.	312	8	2,496
	Temporary Barricades		Each	21	160	1,260
	Flagmen		Hour	100	15	1500
	ROADWORK					
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	5,000
	Concrete Sawing		Lin. Ft.	5,000	0^{50}	2,500
	General Excavation		Cu. Yd.	500	10	5,000
	Trench Excavation		Cu. Yd.	180	10	1,800
	Filter Fabric Membrane		Sq. Yd.	210	2	420
	3/4"-0 Aggregate Base		Ton	815	8	6520
	Class "B" or Class "C" Asphalt Concrete		Ton	730	37	27,010
	Reinforcing Fabric		Sq. Yd.	1970 ~~210~~	0^{75}	1477^{50}

734-1736 (8-81)

OREGON STATE

~~SUMMARY--BID-SCHEDULE-~~COST ESTIMATE

HIGHWAY DIVISION

Section Lincoln St. - Poplar St. (Woodburn)	County Marion		Sheet 2 of 2
Kind of Work Grading & Paving	Length 0.44 mi.	Date 8-12-83	Name McGill

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete in Walk-Wall Combination		Cu.Yd.	20	150	3000
	Reinforcement in Walk-Wall Combination		Lb.	1,110 ~~1,090~~	0^{60}	666
	10-inch Sewer Pipe		Lin.Ft.	654	12	7,848
	6-inch Ductile Iron Pipe		Lin.Ft.	47	20	940
	Extra For Pipe Under Pavement		Lin.Ft.	590	15	8,850
	Concrete Inlets, Type "CG-1"		Each	8	350	2,800
	6-inch Drain Pipe		Lin.Ft.	22	4	88
	Special Filter Material in Drains		Cu.Yd.	65	12	780
	Filter Fabric		Sq.Yd.	150	2^{00}	300
	Concrete Walks		Sq.Yd.	820	10^{00}	8200
	Concrete Driveways		Sq.Yd.	160	14	2240
	Concrete Curbs		Lin.Ft.	2,310	4	9240
	Extra for Asphalt Approaches		Each	5	200	1000
	Adjusting Manholes		Each	6	150	900
	Adjusting Boxes		Each	3	100	300
	Sod Lawn		Sq.Yd.	550	5	2750
	Permanent Striping		Lin.Ft.	2,600	1^{00}	2,600

734-1736 (8-81)

Woo[illegible]

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3
324-1990

TO: C. O. Fredrickson
Region 2 Engineer

DATE: June 20, 1983

FROM: Frank E. Terpin ORIGINAL SIGNED BY FRANK E. TERPIN
Location Engineer

1 Versteeg ✓
2 A
DESIGN SECTION
Wakefield

SUBJECT: Plan Review
Lincoln Street-Poplar St. (Woodburn) Sec.
Settlemier Avenue, FAU 5241
Marion County
324-1990

The proposed three-foot, two-way sidewalk/bikepath is totally inadequate by current design standards. The designation of such a facility as a bikepath would increase the risk of tort liability by the City.

If the cost of establishing bicycle paths or lanes of adequate design are disproportionate to need or probable use, we suggest the elimination of all reference to a bikepath in the plans and to go ahead and construct a seven-foot "sidewalk" with curb ramps. The bicyclists could then use their judgment as to where to ride.

FET:JG:ge

cc J. H. Versteeg

REFERRED TO
1 Watson W ... Mann
Cole ... Kleutelmayer
Eriksen ... King
Beard ... Bedford ... Leu
Return Discuss Do File
By FINAL DESIGN ENGR

Contains Recycled Materials

rn 9720

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-5241(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10111

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-19-82

8. FEDERAL ROUTE NUMBER FAU 5241

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Lincoln Street - Poplar Street (Woodburn)Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested in Mr. Swan's letter of 8-4-82, I approve the revised Preliminary Engineering costs to a TEC of $14,150 FF $12,467.

(Increase TEC $6,150, FF $7,046)

RECEIVED
STATE HWY ENGR
AUG 20 '82
REFER TO
FOR
Info | Inves | R/D | D R | Stdn | Act | File

Orig to
8-20-82

14. DATE 8-19-82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9720

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

7-27-83

Highway # 124
Marion Co.

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-5241(1) Prefix 324-1990

Project Name W. Lincoln St. - Poplar St. (Woodburn)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at WOODBURN, Oregon, this 27 day of JULY, 1983

City of WOODBURN

Mayor

Mary E. Jungwirth, Deputy
City Recorder

Certified By:
Virgil Wilson
Regional Right-of-Way Supervisor
Date 7/28/83

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

AUTHORITY FOR SURVEY # 3
PREFIX # 324-1990

Section Lincoln St - Popular ST
Highway Settlemier Ave
County Marion

Column A - Total Funds Needed to Complete Project
Column B - Total Funds Needed for Present Phase of Work

		SPENT THRU	SA# 2	ADD'L FUNDS REQUIRED TO COMPLETE PROJECT A	ADD'L FUNDS REQUIRED TO COMPLETE PROJECT B	AMOUNT NEEDED FOR A COMPLETED PROJECT A	AMOUNT NEEDED FOR A COMPLETED PROJECT B
Project Manager	901	14	200				200
Citizens Involvement	902						
Local Government	903		5000				9000
Consultants Fees	904						
Final Design	905		500				500
Bridge Design	906						
Preliminary Design	907						
R/W Descriptions	909						
Region Geology	910	528	900				900
Traffic Section	911	84	200				200
Landscape Department	912						
R/W - Liaison	913						
Region Utility Liaison	914		200				200
Audit Services	915						
Photogrammetry	916						
Location	918						
Program Management	920	47	50				100
Specifications	921		700				2000
Adm. Services (Engineering)	922		50				100
Environmental Section	923	63	200				200
DOT - Planning	924						
Air Monitoring	925						
Structural Foundations	926						
Bridge Design for Counties	927						
R/W Utility Engineer	932						100
Surfacing Engineer	933						1200
Chief Geologist	934						
Soils Engineer	935						
Region Traffic	936						
Hydraulics	937						100
Region Environmental	938						100
Urban Studies Unit	949						
Training Courses	950						
Employee Reloc. Assistance	955						
Personal Leave	960						
Administrative Leave	961						
Public Hearing Charges	980						
EEO Monitoring Expense	985						
TOTAL		736	8,000				14,900

H John 7-26-82

9720

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring
PROGRAM MANAGEMENT ENGINEER

DATE: May 5, 1982

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Lincoln St. - Poplar St. (Woodburn) Section
Settlemeir Ave. FAU 5241
Woodburn Urban Area

Attached is a request from the City of Woodburn for additional funds to complete P. S. & E. for subject project. The third Authority and estimated costs are also attached.

There has been considerable local controversy regarding the proposed project and the City has made changes as a result of citizen input. The City was denied an extension to the project and now wishes to complete design for the original proposed section.

Please process the documents through channels for approval.

POS/cal

5/11/82 Terpin, Please review and process.

9720

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Use as Original

Section Lincoln Street-Poplar Street (Woodburn)

Highway City Street - Settlemier Avenue FAU-5241

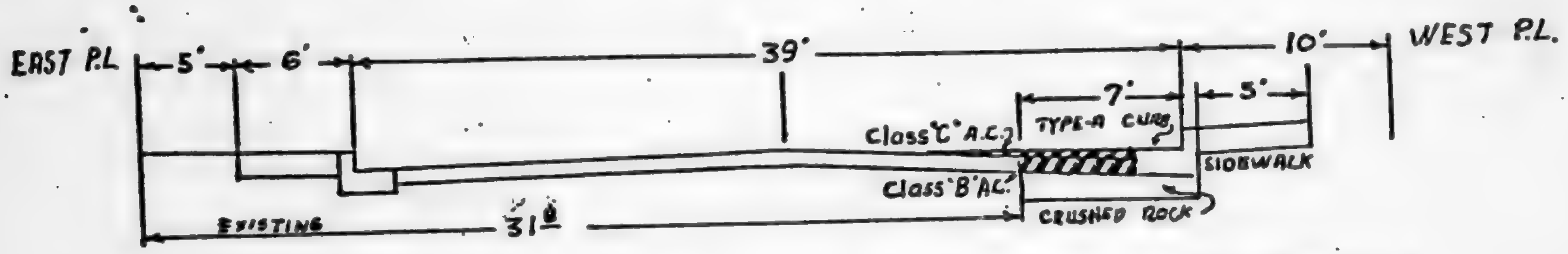
County Marion #24

Date 4-27-82, 19

Authorization No. 3

Survey Prefix 324-1990 (Assigned by Salem office)

Description of termini, route, length, etc.: The northerly end of the project is Lincoln Street. The southerly end is Poplar Street. The length is 1200 feet.



TYPICAL SECTION

M-5241(1)
8-19-82

Purpose of survey:

City to prepare plans, specifications and cost estimate to widen and construct sidewalks and curb on the west side. Resurface on the south end.

Estimate of Cost:

Project Manager	(901)	$ 200	Adm. Serv. (Eng.)	(922)	50 ~~100~~
Local Government	(903)	9,000	Environmental Section	(923)	100 ~~200~~
Final Design	(905)	500	Surfacing Engineer	(933)	800 ~~1,200~~
Region Geology	(910)	~~900~~ 800	Region Traffic	(936)	100
Traffic Section	(911)	200	Region Envirnnmental	(938)	100
Utility Liaison	(914)	200			
Program Managememt	(920)	100			
Specifications	(921)	2,000			

8-23-82 Modified to agree w/ FHWA approval L

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
AUG 02 1982
LOCATION SECTION

Total estimated cost of survey . . . . . . 14,150 ~~$14,900~~

Previous authorization 8,000

Additional authorization requested . . 6,150 ~~6,900~~

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: Don Thurston Field Engineer

Recommended for Approval: Phillip O. Stan for Regional Engineer

Recommended for Approval: Frank E. Pospin Location Engineer

Approved: E. J. Smith Assistant State Highway Engineer

SP*19760-734

9720

CITY OF WOODBURN

270 Montgomery Street · Woodburn, Oregon 97071 · 981-7111

April 22, 1982

REGION 2 ENGINEER
RECEIVED
APR 23 1982
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ PSO ☐ ENV ☐ RFE

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon State Highway Division
2960 E. State St.
Salem, Oregon 97310

Re: Engineering Design Cost Increase Request for the Settlemier Street Project.

Dear Mr. Stearns:

The City of Woodburn needs your approval for the additional funds in the amount of $4,000.00 to complete the design of the project. Initially only $5,000.00 was requested to get the project going, and this money has been exhausted in the surveying work and in the partially completed preliminary design work.

Since we want to complete the project this summer your approval for the additional funds is urgently needed.

Sincerely,

G. S. (Frank) Tiwari, P.E.
Public Works Director

GST/dlm
CC: City Administrator
File

9720

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

DATE: [illegible]2 ~~February 16, 1982~~

FROM: Phillip O. Stearns Phil Ste
REGION II FEDERAL AID ENGINEER

SUBJECT: Lincoln St. - Poplar St. Section
Settlemier Ave. FAU5241
Woodburn Urban Area

Attached is a revised Project Request for subject project. The revision adds the intersection of Parr, Front, and Settlemier, and a storm drain along Front Street.

Preliminary and construction engineering are to be performed by City force. ✓

Category will remain as a categorical exclusion.

Mr. Tiwari has been advised Urban funds will probably not be available for construction. He wishes to proceed to P.S. & E. in the event Federal Funds do become available, if not Urban, some other program. ✓?

Please process the request through channels for approval.

POS:jms

Zehner ✓

4-12-82
Noel Klein says we should treat this as a new project request. Send back to Region.

Contains Recycled Materials
81-125-1387

PROJECT MANAGEMENT BRANCH
ASHE ☐
PLE ☐ RE ☐ STE ☐
FEB 17 1982 [✓ PRE ☐]
REFERRED TO ____
FOR ____
FILE: PM FA LG.

9720

3. -1990

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

DATE: October 27, 1981

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Lincoln Street-Poplar Street
(Woodburn) Section
Settlemier Avenue FAU-5241
Woodburn Urban Area

Attached is a letter from Public Works Director Frank Tiwari requesting extension of subject project southerly to include Front-Settlemier and Parr Street intersection.

Mr. Tiwari is aware there may be no FAU funds for construction, but he would like to complete preliminary engineering with a design to include the above intersection.

Region Office concurs with the request. Please forward the document through channels for approval.

POS/rgb
attch.

12-2-81
Stearns will get project request for the extension.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
OCT 27 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9720

CITY OF WOODBURN

270 Montgomery Street · Woodburn, Oregon 97071 · 981-7111

October 19, 1981

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon State Highway Division
2960 E. State St.
Salem, Oregon 97310

Re: Settlemier Street Project
Limit Extension

Dear Mr. Stearns:

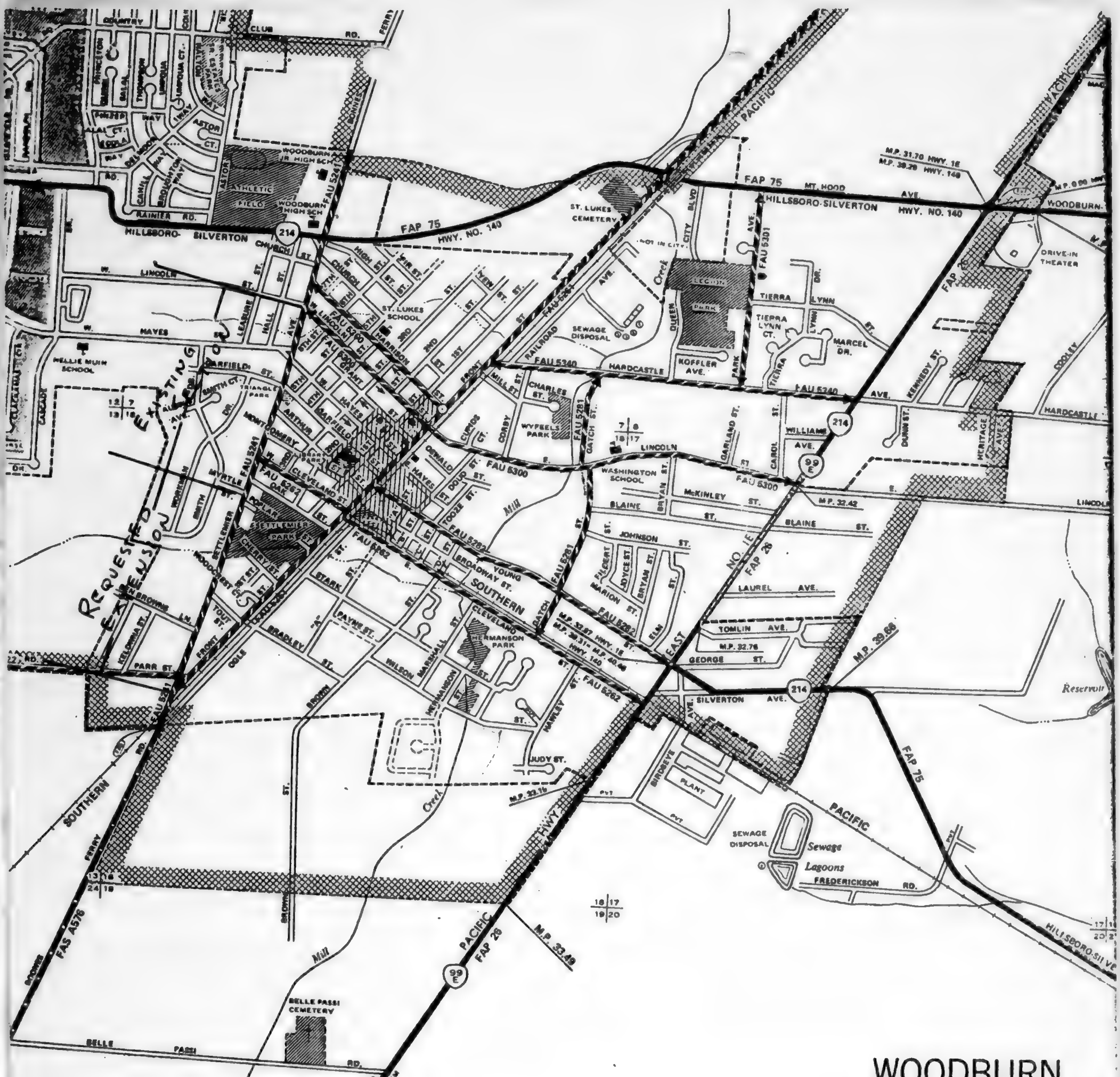
We are planning to start design engineering modifications to Settlemier Street Project. As you will recall the widening portion of the project was eliminated. The sidewalk will be designed for construction with some modifications. There is another traffic hazard situation at the intersection of Front and Settlemier which needs to be resolved. Because our previous attempts to resolve the problem using S.O.S. funds did not materialize, this may be the best time to resolve the problem.

We request that the Settlemier Project boundary limit be extended South to include Front-Settlemier and Parr Street intersection.

Sincerely,

G. S. (Frank) Tiwari, P.E.
Public Works Director

GST/dlm
CC: City Administrator
File



REQUESTED EXTENSION
EXISTING
FAP 75
HILLSBORO-SILVERTON HWY. NO. 140
MT. HOOD AVE.
WOODBURN
FAP 26
PACIFIC
SOUTHERN
FAS A576
99E
214
FAU 5241
FAU 5300
FAU 5340
FAU 5281
FAU 5262
FAU 5301
WOODBURN JR HIGH SCH
WOODBURN HIGH SCH
ATHLETIC FIELD
ST. LUKES CEMETERY
ST. LUKES SCHOOL
SEWAGE DISPOSAL
LEGION PARK
NELLIE MUIR SCHOOL
WASHINGTON SCHOOL
WYFFELS PARK
SETTLEMIER PARK
HERMANSON PARK
DRIVE-IN THEATER
BELLE PASSI CEMETERY
BELLE PASSI RD.
SEWAGE DISPOSAL
Sewage Lagoons
FREDERICKSON RD.
PLANT
Reservoir
Mill Creek
LINCOLN
HAYES
HARDCASTLE AVE.
SILVERTON AVE.
TO SALEM
M.P. 33.49
M.P. 39.66
M.P. 32.42
M.P. 31.70 HWY. 1E
M.P. 38.29 HWY. 140

WOODBURN
URBAN AREA MAP

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISIO
IN COOPERATION WITH THE

U. S. DEPARTMENT OF TRANSPO
FEDERAL HIGHWAY ADMINISTR

Revised September 1974

SCALE IN FEET
800 0 800 1600

Population 9,015

▩ URBAN AREA BOUNDARY

▨ CENTRAL BUSINESS DISTRICT

▩ PUBLIC AREAS

Federal Aid System Approved July 1, 1976

Urban Area Approved by F.H.W.A. August 23, 1974.

9720

324-1990

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 4, 1981

Frank Tiwari
Director of Public Works
City Hall/220 Montgomery
Woodburn, OR 97071

Dear Mr. Tiwari:

This is to advise you the Oregon Department of Transportation has received authorization from the Federal Highway Administration for federal funds to participate in the preliminary engineering on the Lincoln Street - Poplar Street Section of Settlemeir.

City forces may proceed with the work effective 5-18-81. Liaison Engineer for preliminary engineering will be Mr. Loren Weber, East State Highway Building, Salem, OR 97310, phone 378-2626. Billings for your work may be submitted to me at the same address for approval and processing.

I would like to caution you that your FAU funds are limited. Federal funds used on the Settlemeir project will reduce the amount available for Park Avenue. In view of the present estimate for Park, you should consider your priorities carefully.

Sincerely,

Philip O. Ste

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/rgb
cc: D. H. Moehring

G

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JUN 4 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9720 5-18-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-5241(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
-FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10111

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/18/81

8. FEDERAL ROUTE NUMBER FAU 5241

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Lincoln Street - Poplar Street (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 5/13/81 I approve the revised Preliminary Engineering Costs to a TEC of $8,000 Federal Funds $7,046.

(Increase TEC $5,000 - Federal Funds $4,406)

Orig to 5-21-81

RECEIVED
STATE HWY ENGR
MAY 21 '81
REFER TO Moehring
FOR
Info Sign [✓ Act] File

14. DATE 5/18/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4130

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 13, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 10111
Project No. M-5241(1)
Lincoln St.-Poplar St. (Woodburn) Section
Marion County

I request approval of a minor program change to adjust the estimated preliminary engineering costs, based on attached letter by the City of Woodburn. The City had originally intended to accomplish the preliminary engineering at their expense, however, they now wish to claim reimbursement for their remaining preliminary engineering costs.

Approval of this request will involve an increase of $5,000.00 in total cost and Federal obligation of $4,406.00 with revised financing as follows.

	TEC	FF	%
Present	$8,000.00	$7,046.00	88.15
Previous	3,000.00	2,640.00	
Difference	$5,000.00	$4,406.00	

RHZ:bkc
Attachment

cc: Phillip Stearns
F.E. Terpin
Gary Zehner
General Files

Form 734-3122

9720

324-1990

STATE OF OREGON **INTER-OFFICE MEMO**

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

DATE: April 23, 1981

FROM: Phillip O. Stearns Phil Ste
REGION FEDERAL AID ENGINEER

[illegible]

SUBJECT: Lincoln St.-Poplar St. (Woodburn)
Settlemier Ave. FAU 5241
Woodburn Urban Area

Attached is a letter from Woodburn Director of Public Works Frank Tiwari requesting Federal Aid participation in preliminary engineering. Originally the City was absorbing this cost.

Authority number 2 is enclosed which includes the additional estimated City costs.

Please process the request through channels for approval and make the necessary changes in the project agreement.

POS/rgb
Attch.

cc: [illegible]

N GIFFORD

G

CITY OF WOODBURN

270 Montgomery Street Woodburn, Oregon 97071 981-7111

REGION 2 ENGR
APR 10 198
☐ RLE
☐ RE ☐ RCE ☐ RME ☐ RTE
☐ ULE ☐ GEO ☐ RSO ☐ ENV

April 8, 1981

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Re: Settlemier Street Improvement

Dear Phil:

The Common Council of the City of Woodburn after a public hearing dropped the widening portion of Settlemier Street Improvement. This has necessitated modification to engineering plans previously developed by us and reviewed by the State Highway Division.

The City of Woodburn absorbed the cost of preliminary engineering performed previously. With this letter we request that further engineering expenditures be approved as reimbursable F.A.U. project cost. The cost of performing the preliminary engineering is estimated to be $5,000.00.

Sincerely,

G S Tiwari

G. S. (Frank) Tiwari, P.E.
Public Works Director

GST/dlm
CC: City Administrator
File

Form 81-734-3030

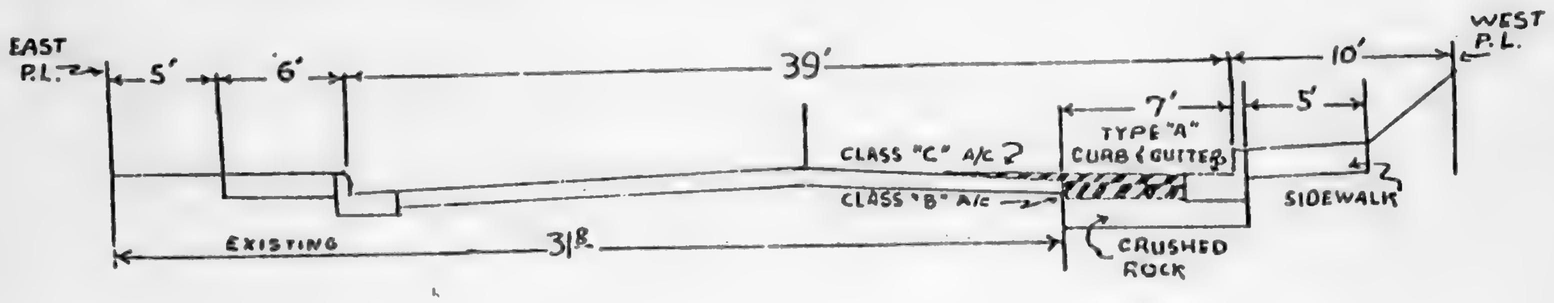
OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Lincoln Street-Poplar Street (Woodburn)
Date 4-23-, 1981
Highway City Street - Settlemier Avenue FAU-5241
Authorization No. 2
County Marion
Survey Prefix 324-1990 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly end of the project is Lincoln Street. The southerly end is Poplar Street. The length is 1200 feet.



Purpose of survey:

City to prepare plans, specifications and cost estimate to widen and construct sidewalks and curb on the west side. Resurface on the south end.

Estimate of Costs:

Resident Engineer	(910)	$ 200
Local Agency	(903)	5000
Final Design	(905)	500
Soils & Geology	(910)	900
Traffic	(911)	200
Utility Liaison	(914)	200
Project Management	(920)	50
Specifications	(921)	700
Adm. Serv. (Eng.)	(922)	50
Environmental	(923)	200

Total estimated cost of survey $ 8,000
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
Field Engineer

Recommended for Approval:
Phillip D. St for Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*19760-734

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-5241(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10111

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/12/81	8. FEDERAL ROUTE NUMBER FAU 5241	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Lincoln Street - Poplar Street (Woodburn) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 2/11/81 at a TEC of $3,000

Federal Funds $2,640

Orig 2-20-81

Moehring

14. DATE 2/12/81	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoover	16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9720

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 11, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10111
Project No. M-5241(1)
Lincoln St.-Poplar St. (Woodburn) Section
Marion County

Enclosed is data consisting of PR-1 forms, Authority for Survey & sketch maps for the subject project.

I request the following:

1) Concurrence that the project falls under the Statewide Categorical Exclusion approved by FHWA on February 25, 1980.

2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $3,000 with an obligation of $2,640 in Federal funds.

CL:bkc
Enc.

cc: C.O. Fredrickson (Region 2)
G. Zehner

Form 734-3122

G

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Rev. 2-11-81
July 17, 1980

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St., Settlemier Ave. (Woodburn) 21 65	ADT	PRESENT 4,500	FUTURE --- (66) (70)	YEAR -- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Grade & Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 5241 7

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Marion			CODE 047 (14) (16)
	NAME OF URBAN AREA 17-31 Woodburn	ROUTE NO. U	FEDERAL-AID 5241 (32)	STATE City St. (36) (37)	U.S. --- (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.23	3,000	2,640	180	180 (City)
5					ROW							
5					CONST (CODE) 6201		"Lincoln St.- Poplar St. (Woodburn) Section."	0.23	89,000	78,320	5,340	5,340 (City)
CARD 1	CODE 1	PREPARED BY C.L.					PROJECT TOTALS	0.23	92,000	80,960	5,520	5,520 (City)
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)	REMARKS	

ROW-6
Acces
Park
none.

-over-

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO. . O.	FORM PR-1 (REV. 4-61) Rev. 2-11-81 July 17, 1980	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	City St., Settlemier Ave. (Woodburn)		4,500	---	--	10	Oregon	41	W32	10111

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Grade & Pave.								M-	5241	(1)		

RAL FUNDS	Urban System	COUNTY NAME	Marion	CODE 047
N AREA	Woodburn	ROUTE NO. U	FEDERAL-AID 5241	STATE City St.
			U.S. ---	PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE			0.23	3,000	2,640	180	180 (City)	
	ROW								
	CONST (CODE) 6201		"Lincoln St.- Poplar St. (Woodburn) Section."	0.23	89,000	78,320	5,340	5,340 (City)	ROW-60' minimum; Access control-none; Parking Restrictions-none.
EPARED BY		C.L.	PROJECT TOTALS	0.23	92,000	80,960	5,520	5,520 (City)	

OGRAM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 46905-P61

Lincoln St.-Poplar St. (Woodburn) Section

Project No. M-5241(1)

Existing Facility: 32-foot A.C. surface curbed section with 6-foot sidewalk on the east side.

Adjacent Sections:

N. End -- 32-foot A.C. surface curbed roadway.
S. End -- 40-foot A.C. surface curbed roadway.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
2) Grade, drain and high type pave required to widen the existing facility on the west side to provide for a 39-foot curbed roadway with a 5-foot sidewalk on the west side and incidental work common to this type of project. Adjustment of utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-2 Requirements: Statewide Categorical Exclusion approved by FHWA on 2-25-80.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Accommodation of Utilities: A State-City Agreement complying with paragraph 6d(1) of PPM 30-4.1 is being prepared.

Maintenance: A State-City Agreement complying with Section 116, Title 23 USC is being prepared.

Note: 1) This project is in Congressional District No. 2.
2) City of Woodburn to perform most of the preliminary engineering at their own expense and construction engineering as a participating cost to the project.

9720

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: Gary Potter
ENVIRONMENTAL MANAGER

DATE: February 10, 1981

FROM: Chuck Pietrok
Chuck Pietrok
REGION II ENVIRONMENTAL REPRESENTATIVE

SUBJECT: W. Lincoln St. - Poplar St., Settlemier Ave.
Woodburn Urban Area, Marion Co.

Enclosed is a letter from G. S. (Frank) Tiwari, City of Woodburn Public Works Director, to update the subject project.

It is my understanding that FHWA has asked that an environmental assessment be written on this project due to the information they had regarding the Settlemier House. The enclosed letter should place the project in Categorical Exclusion with no Documentation.

If you concur with the finding, would you forward the information for processing.

CP/bah
Enclosure

cc: Phil Stearns

cc: Cliff Laux

RECEIVED
ENVIRONMENTAL
SECTION

FEB 10 1981

Referred to
Manager ______
Proj. Coord. ______
Res. Coord. ______
Eng. Coord. ______
Adm. Asst. ______
Sec. ______
File ______

cc [illegible] Z.

1889

CITY OF WOODBURN

270 Montgomery Street Woodburn, Oregon 97071 981-7111

February 6, 1981

Mr. Phillip O. Stearns
Region II Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97308

Re: Settlemier Street Improvement

Dear Mr. Stearns:

Thanks for your telephone call of this morning informing me the status of different projects. I understand that Federal Highway Administration has returned Settlemier Street Improvement to the State Highway Division for further explanation and/or assessment.

We like to inform you that after a public hearing the Common Council of the City of Woodburn dropped the widening portion of the project. There is no right-of-way acquisition involved. If any sidewalks in the public right-of-way are built it will prevent school children from walking on the grass.

Because the widening portion is dropped there should be no need to delay the project.

Sincerely,

G. S. (Frank) Tiwari, P.E.
Public Works Director

GST/dlm
CC: City Administrator
File:FAU,Settlemier Impr.

RE RCE RME P ENV ✓ RFE
SEO PSO

AGr 4

November 21, 1980

City of Woodburn
City Hall
Woodburn, OR 97071

Attention: Barney Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7334

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Lincoln Street-Poplar Street Section of Settlemier Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

7730

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 21, 1980

In Reply Refer to
File No.:
PRO

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Progamming Engineer

SUBJECT: Project Data Submission
Item No. 00120
Project No. M-5241(1)
Lincoln St.-Poplar St. (Woodburn) Section
Marion County

Enclosed is data consisting of PR-1 forms, Authority for Survey & sketch maps for the subject project:

I request the following:

1) Concurrence that the project falls under the Statewide Categorical Exclusion approved by FHWA on February 25, 1980.

2) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $3,000 with an obligation of $2,640 in federal funds.

CL:bke
Enc.

cc: C.O. Fredrickson (Region 2)
G. Zehner

2-5-81
Requires an assessment
Says Bill Kappus
G

Form 734-3122

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	July 17, 1980

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St., Settlemier Ave. (Woodburn)	ADT	PRESENT 4,500	FUTURE (66) (70) ---	YEAR (71) (72) --	REGION 10	STATE NAME Oregon	STA CO (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., Grade & Pave.	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 M-	NUMBER 7 5241	SEQ. (1

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Marion				CODE (14) (16) 047	
	NAME OF URBAN AREA 17-31 Woodburn	ROUTE NO. U	FEDERAL-AID 5241	(32) STATE City St.	(36) (37) U.S. ---	(41)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**			0.23	3,000	2,640	180	180 (City)	
5					**ROW**								
5					**CONST** (CODE) 6201		"Lincoln St.- Poplar St. (Woodburn) Section."	0.23	89,000	78,320	5,340	5,340 (City)	ROW- Acce Park none

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.23	92,000	80,960	5,520	5,520 (City)	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS		

-over-

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 17, 1980

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., Settlemier Ave. (Woodburn)		4,500	---	--	10	Oregon	41	W32	00120

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
de & Pave.								M-	5241	(1)		

FUNDS	Urban System	COUNTY NAME	Marion	CODE 047
EA	Woodburn	ROUTE NO. U	FEDERAL-AID 5241	STATE City St.	U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			0.23	3,000	2,640	180	180 (City)	
ROW								
CONST (CODE) 6201		"Lincoln St.- Poplar St. (Woodburn) Section."	0.23	89,000	78,320	5,340	5,340 (City)	ROW-60' minimum; Access control-none; Parking Restrictions-none.
ED BY C.L.		PROJECT TOTALS	0.23	92,000	80,960	5,520	5,520 (City)	

AM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC

[illegible]-Poplar St. (Woodburn) Section
Project No. M-5241(1)

Existing Facility: 32-foot A.C. surface curbed section with 6-foot sidewalk on the east side.

Adjacent Sections:

N. End -- 32-foot A.C. surface curbed roadway.
S. End -- 40-foot A.C. surface curbed roadway.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
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System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-2 Requirements: Statewide Categorical Exclusion approved by FHWA on 2-25-80.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Accommodation of Utilities: A State-City Agreement complying with paragraph 6d(1) of PPM 30-4.1 is being prepared.

Maintenance: A State-City Agreement complying with Section 116, Title 23 USC is being prepared.

Note: 1) This project is in Congressional District No. 2.
2) City of Woodburn to perform most of the preliminary engineering at their own expense and construction engineering as a participating cost to the project.

PRU 6

5

STATE OF OREG

INTE OFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 8, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Federal Aid Urban Project

The City of Woodburn is requesting a $92,000 project to widen and improve a 0.23 mile segment of Settlemier Avenue. The project will provide a two-lane curbed facility with a sidewalk on the West side. City will perform the bulk of preliminary engineering at their own expense and any preliminary engineering performed by State will be programmed for Federal participation. Construction engineering will be performed by City as a participating expense. The limits of the proposed project are indicated on the attached map. In Summary:

Jurisdiction	Section	Est. Total Cost	Federal Funds	State Share
Woodburn	Lincoln Street-Poplar Street (Woodburn), Settlemier Avenue, FAU 5241	$92,000	$80,960	$5,520

Region 2 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

NOTED
B. KLABOE

APPROVED BY:

State Highway Engineer

Date 7/9/80

RECEIVED
DOT DIRECTOR
JUL 10 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

GEZ:pf
Attachment
D. E. Swan - Please Program & Update PMS.
cc w/Attachment:

F. B. Klaboe
L. W. Rulien
E. S. Hunter
D. H. Moehring
C. T. Keasey
R. L. Schroeder
G. Bell
J. H. Versteeg
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd

R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Region 2:
C. O. Fredrickson
P. Stearns
J. Dixon

PROJECT MANAGEMENT BR
ASHE ☐ STE ☐
PLE ☐ RE ☐ PR
JUL 9 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

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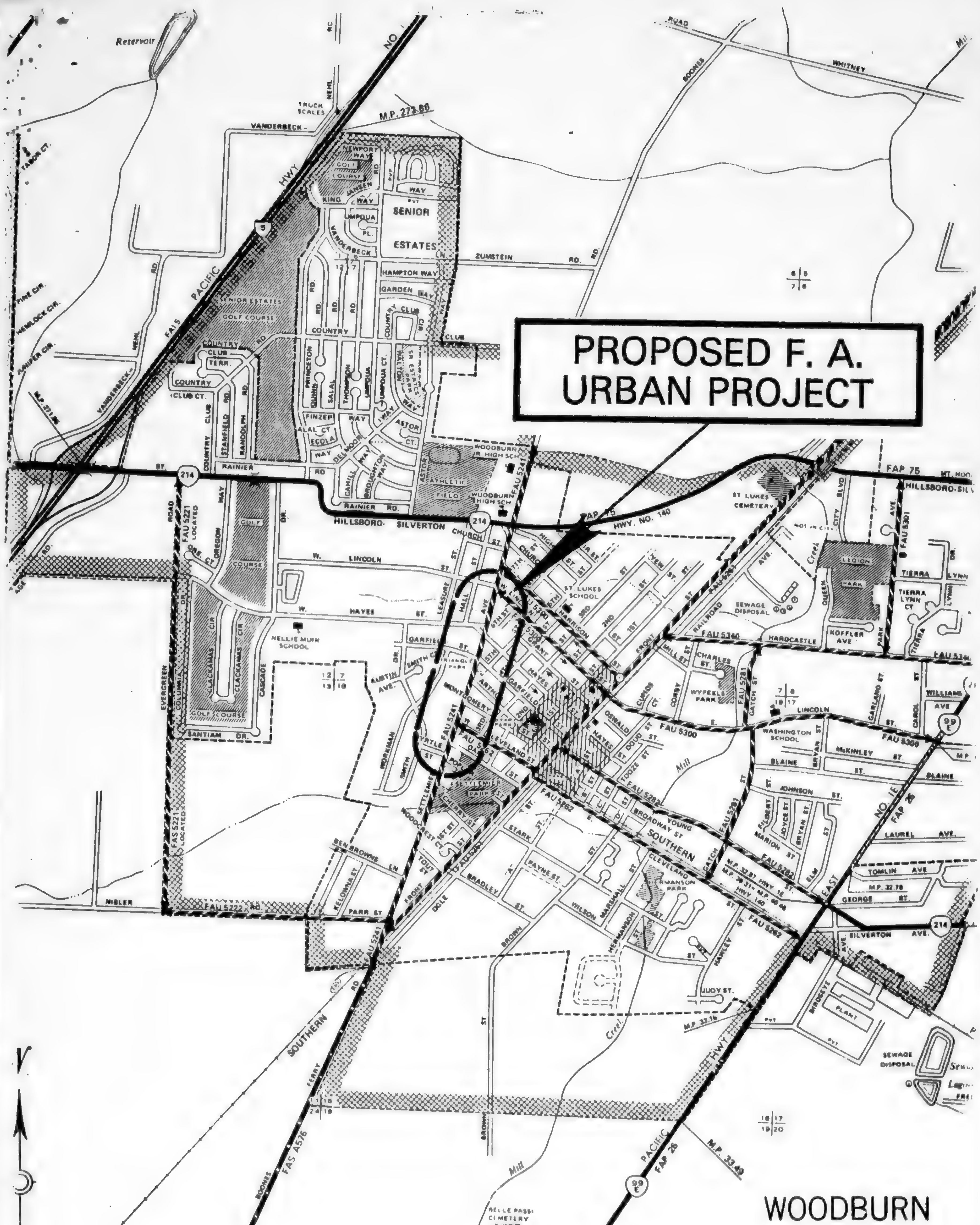
ecycled
aterials



PROPOSED F. A. URBAN PROJECT

WOODBURN

Reservoir
TRUCK SCALES
M.P. 272.86
VANDERBECK
PACIFIC HWY
NO. 1
SENIOR ESTATES
SENIOR ESTATES GOLF COURSE
ZUMSTEIN RD.
BOONES
WHITNEY
WOODBURN HIGH SCH
ATHLETIC FIELD
FAP 75
HWY. NO. 140
HILLSBORO-SILVERTON
214
W. LINCOLN
W. HAYES ST.
NELLIE MUIR SCHOOL
ST. LUKES SCHOOL
ST. LUKES CEMETERY
LEGION PARK
SEWAGE DISPOSAL
HARDCASTLE
FAU 5241
FAU 5300
FAU 5340
FAU 5281
FAU 5282
FAU 5262
FAU 5221 LOCATED
FAS 5221 LOCATED
FAU 5222
FAU 5301
WASHINGTON SCHOOL
WYFFELS PARK
SETTLEMIER PARK
HERMANSON PARK
SOUTHERN
PACIFIC HWY
NO. 1E
FAP 26
99E
M.P. 32.87
M.P. 32.78
M.P. 33.16
M.P. 33.49
SILVERTON AVE.
NIBLER
EVERGREEN
FAS A576
SEWAGE DISPOSAL
BELLE PASSI CEMETERY
Mill Creek

9720

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date May 30, 1980

Section West Lincoln St.-Poplar St. (Woodburn)

City Woodburn Hwy. No. City Street

Highway Settlemier Ave

Begin M.P. ______ Length 1200 ft

County Marion

Program Estimate $92,000

Region 2

Funding Source FAUS

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to widen Settlemier Street from a 32 foot paved street to a 39 foot, and construct a sidewalk along the westerly side between West Lincoln Street and Arthur Street, and to resurface the section between Arthur Street and Poplar Street. The proposal is to improve traffic flow, minimize maintenance, and improve safety.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

In accordance with FHPM 7-7-2 reconstructing or resurfacing an existing facility is ordinarily considered to be a non-major action. A catagorical exclusion is recommended.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	Paved	Paved
Average Daily Traffic (Volume/Year)	3500-5500 (1977)	6000-10,000 (2000)
Alignment (New, Combined, Existing)		Existing
Speeds (Posted/Estimated)	25 posted	25 posted

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	0
Residential Relocation (No.)	0
Business Relocation (No.)	0

2. Estimated Impact on Land Use:

None anticipated.
The proposed Woodburn Comprehensive Land Use Plan identifies Settlemier Street as a minor arterial. Improving the existing street would be compatible with the LandUse Plan.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Traffic flow and safety would be improved. No changes in traffic volumes or patterns are anticipated as a result of the street improvement.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None identified

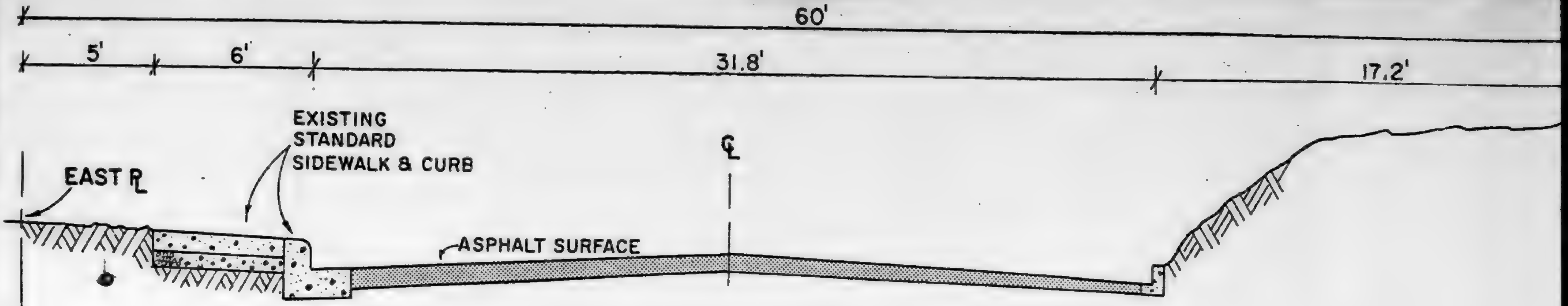
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None involved.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

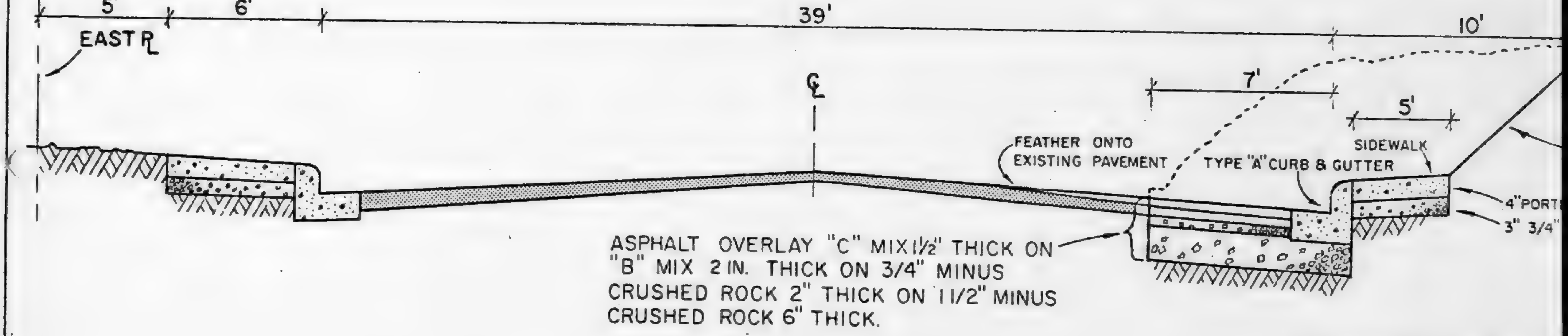
None identified.

Name of Preparer and Phone Number: Eddie Welsh 378-2626


60'
5'
6'
31.8'
17.2'
EXISTING STANDARD SIDEWALK & CURB
EAST PL
CL
ASPHALT SURFACE

SCALE: 1" = 5' HORIZ.
1" = 2' VERT.

EXISTING ROADWAY CROSS SECTION

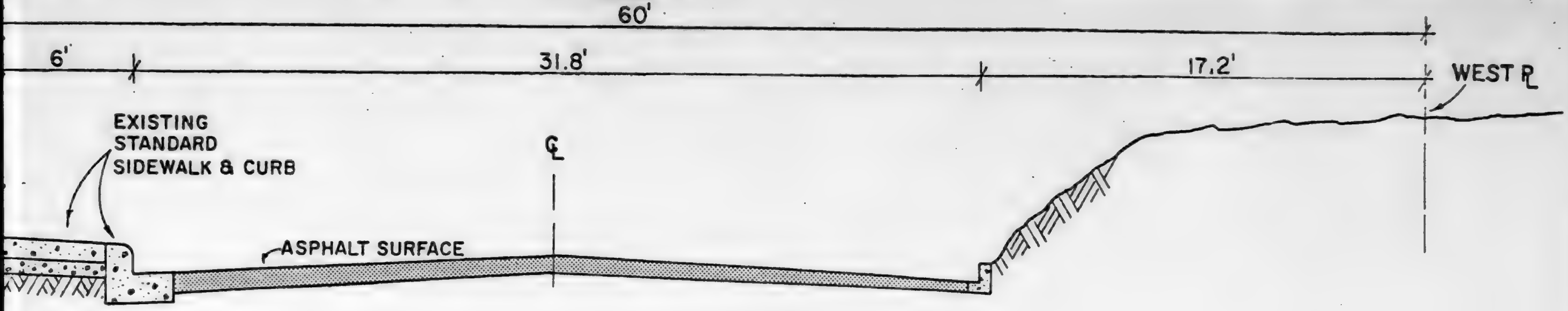

5'
6'
39'
10'
EAST PL
CL
7'
5'
FEATHER ONTO EXISTING PAVEMENT
TYPE "A" CURB & GUTTER
SIDEWALK
4" PORT
3" 3/4"
ASPHALT OVERLAY "C" MIX 1½" THICK ON "B" MIX 2 IN. THICK ON 3/4" MINUS CRUSHED ROCK 2" THICK ON 1 1/2" MINUS CRUSHED ROCK 6" THICK.

DESIRED ROADWAY CROSS SECTION

CITY OF WO
ENGINEERING

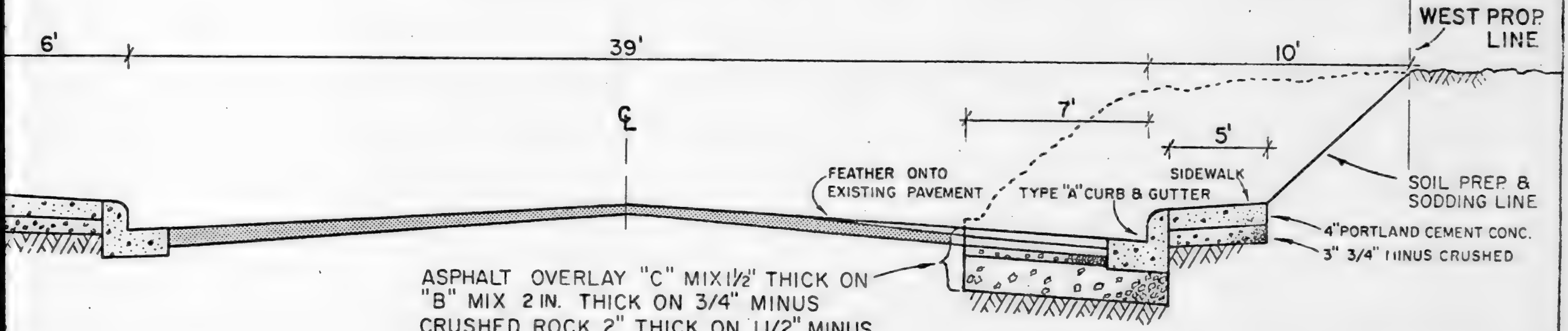
SETTLEMIER WIDENING-
L

DATE: 4/10/80
DSN BY: CH2
DRAWN BY: J.N.
AND J.N.-C


60'
6'
31.8'
17.2'
WEST R
EXISTING STANDARD SIDEWALK & CURB
ASPHALT SURFACE

SCALE: 1" = 5' HORIZ.
1" = 2' VERT.

EXISTING ROADWAY CROSS SECTION


WEST PROP. LINE
6'
39'
10'
7'
5'
FEATHER ONTO EXISTING PAVEMENT
TYPE "A" CURB & GUTTER
SIDEWALK
SOIL PREP. & SODDING LINE
4" PORTLAND CEMENT CONC.
3" 3/4" MINUS CRUSHED

ASPHALT OVERLAY "C" MIX 1½" THICK ON "B" MIX 2 IN. THICK ON 3/4" MINUS CRUSHED ROCK 2" THICK ON 1 1/2" MINUS CRUSHED ROCK 6" THICK.

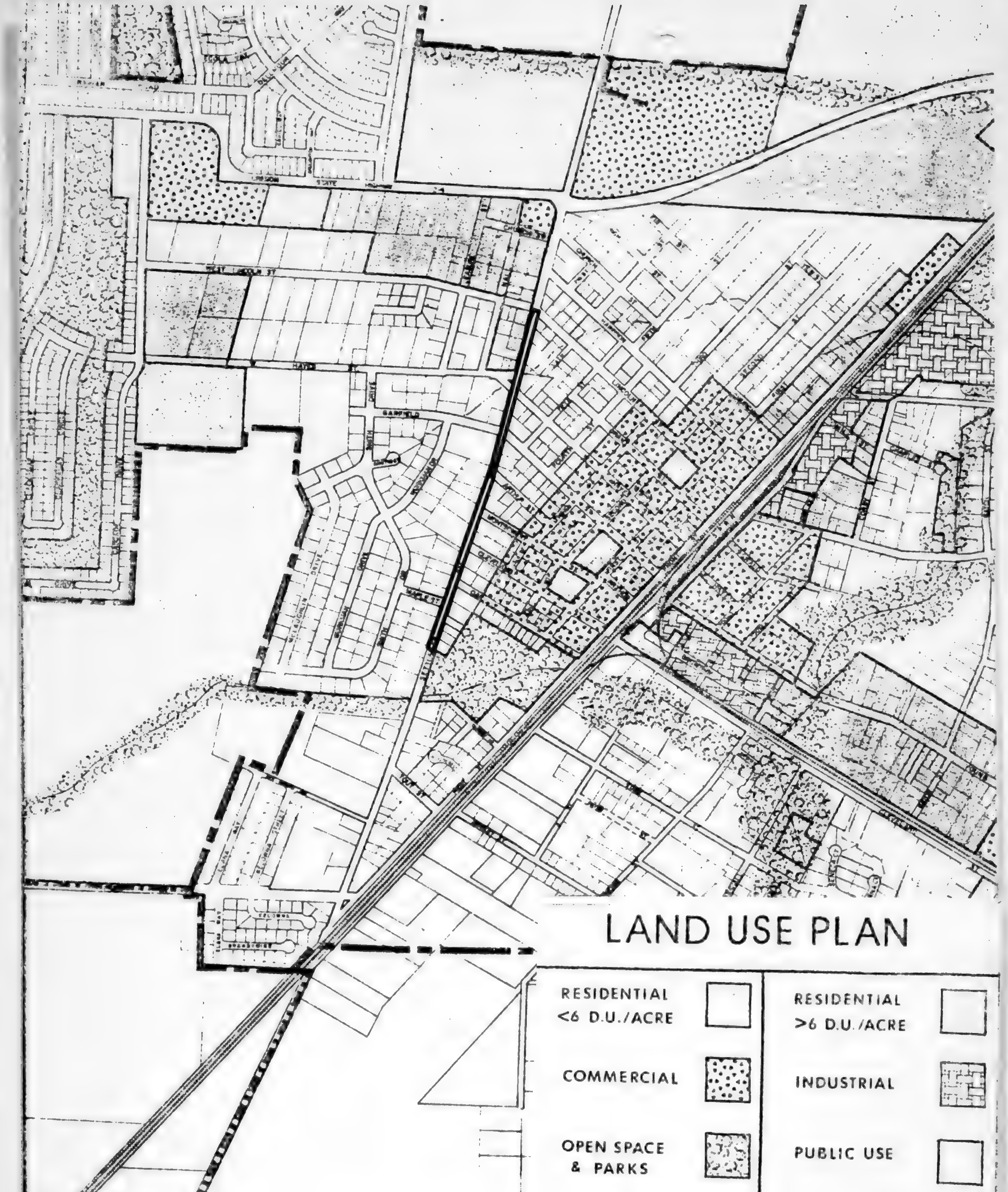
DESIRED ROADWAY CROSS SECTION

CITY OF WOODBURN
ENGINEERING DEPT.

PROJ. # 269

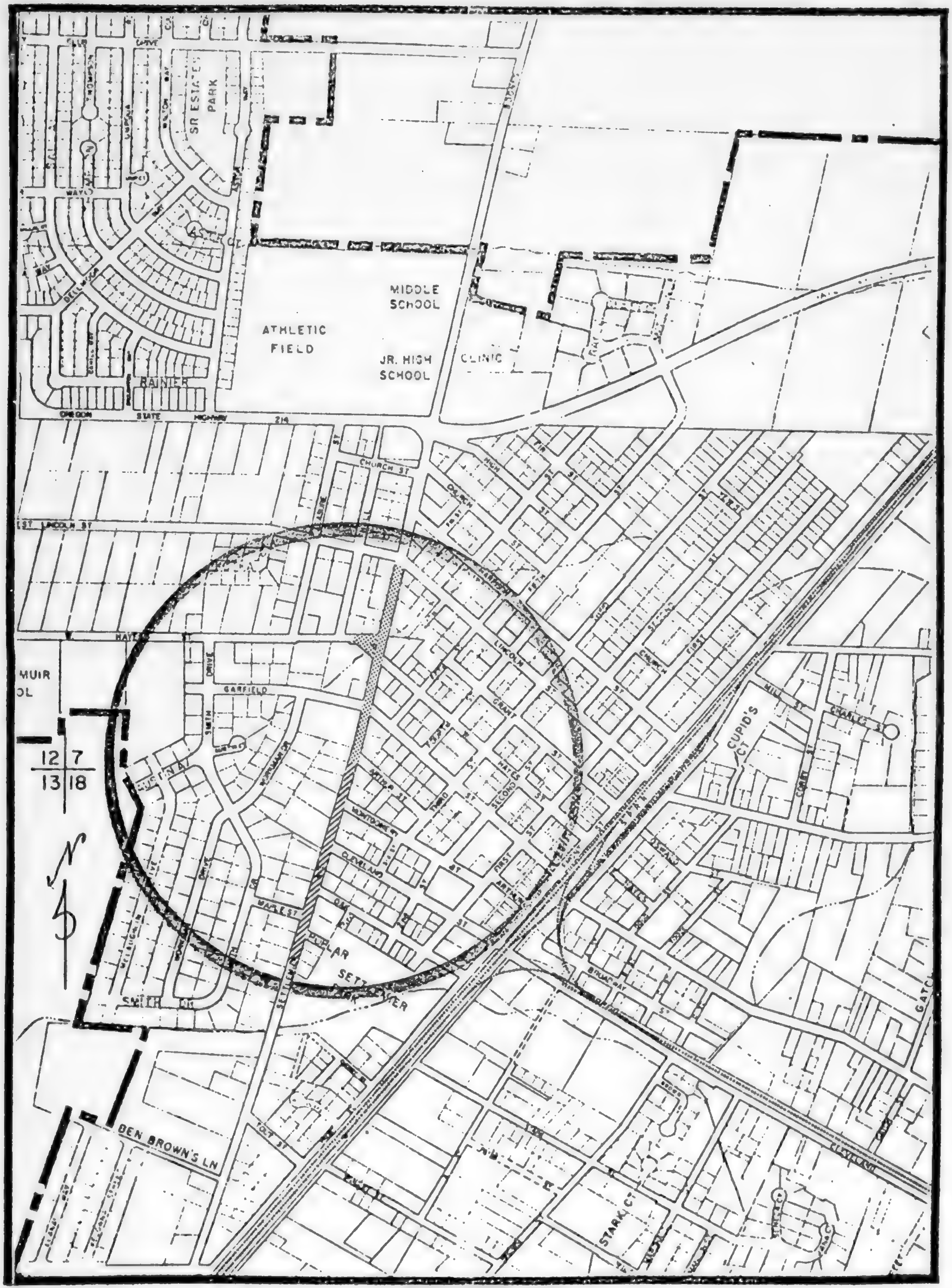
SETTLEMIER WIDENING-ARTHUR TO LINCOLN

DATE: 4/10/80	DSN BY: CH_2M HILL	SHEET 1 of 1
DRAWN BY: J.N.	AND J.N.-C of W	CKD: RMC



LAND USE PLAN

RESIDENTIAL <6 D.U./ACRE
RESIDENTIAL >6 D.U./ACRE
COMMERCIAL
INDUSTRIAL
OPEN SPACE & PARKS
PUBLIC USE
CITY LIMITS
URBAN GROWTH BOUNDARY


SR ESTATE PARK
ATHLETIC FIELD
MIDDLE SCHOOL
JR. HIGH SCHOOL
CLINIC
RAINIER
OREGON STATE HIGHWAY 214
CHURCH ST
LINCOLN ST
HAYES ST
GARFIELD
MUIR
OL
12 7
13 18
N
SMITH
MAPLE ST
CLEVELAND
FIRST
SECOND
GRANT
SETTLEMIER
CUPID'S CT
BROADWAY
BEN BROWN'S LN
STARK CT

VICINITY MAP
City of Woodburn, Oregon

▒ Widening
▨ Resurfacing

Scale 1"=800'

Settlemier Avenue

Form 81 734-3030 9720

(WLP0001)

Auth. to Acct 2-24-81 3

OREGON STATE HIGHWAY DIVISION

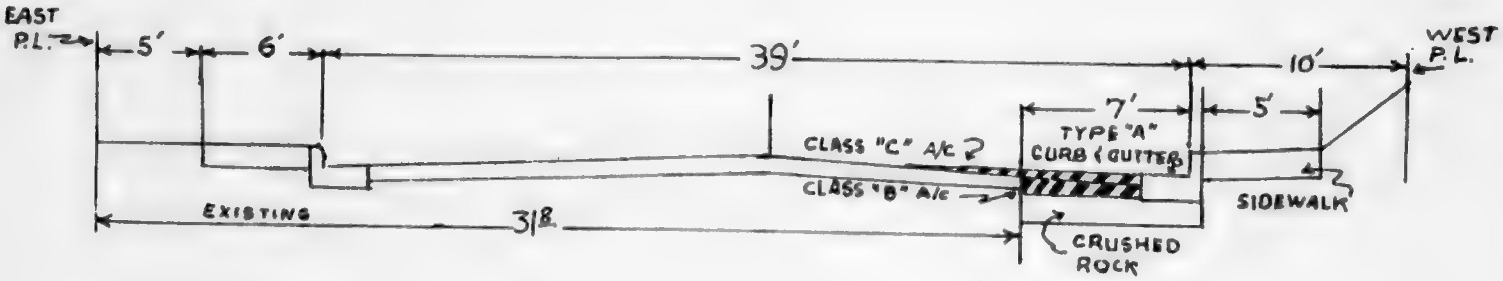
AUTHORITY FOR SURVEY

Section Lincoln Street-Poplar Street (Woodburn)
Highway City Street - Settlemier Avenue FAU-5241
County Marion

Date 5/29, 1980
Authorization No. 1
Survey Prefix 324-1990 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly end of the project is Lincoln Street. The southerly end is Poplar Street. The length is 1200 feet.



Purpose of survey:

City to prepare plans, specifications and cost estimate to widen and construct sidewalks and curb on the west side. Resurface on the south end. City to perform PE at their sole expense - State to monitor as participating FAU

Estimate of Costs:

Resident Engineer	(901)	$ 200
Final Design	(905)	500
Soils & Geology	(910)	900
Traffic	(911)	200
Utility Liaison	(914)	200
Project Management	(920)	50
Specifications	(921)	700
Adm. Serv. (Eng.)	(922)	50
Environmental	(923)	200

M-5241 (1)
2-12-81

Hwy Engr approv. 7-9 80 [illegible] $3,500 [illegible]

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

IVED JUL 17 1980 LOCATION SECTION

Total estimated cost of survey $3,000
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:
Field Engineer

Recommended for Approval: Philip O. Stem
Regional Engineer

Recommended for Approval: Frank E Pospin
Location Engineer

Approved:
Assistant State Highway Engineer

SP*19760-734

G R

7730

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

Woodburn

DATE 5/29/80

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Lincoln Street-Poplar Street (Woodburn)

HIGHWAY NAME: City Street - Settlemier Avenue

HIGHWAY NUMBER: FAU-5241

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Marion,	CITY Woodburn

LENGTH: 1200 feet

MILEPOST NUMBER ______ TO ______

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Woodburn

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☒ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The northerly end of the project is Lincoln Street. The southerly end is Poplar Street. The length of project is 1200 feet. The purpose of this project is to widen, including curbs and sidewalks on the west side and resurface on the souther end.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
AUG 17 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO
Beard
Cole ✓
Erikson
Hager
Stoudenmeyer
Mann
Watson W
Lou
Dorn
Due
File Copy
Do
Discuss
[✓ Return]
FINAL DESIGN ENGINEER

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1977 - 5500 N. Garfield; 3500 -S. Garfield -

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 8/11/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTI NUMBER AND WIDTH	P POSED NUMBER AND WIDTH
TRAVEL LANES	2 - (16')	2 - total - 39'
SHOULDERS		
MEDIANS		— — —
PARKING LANES		— — —
SIDEWALKS	1 - east side	both sides
BIKEWAYS		Shoulder Bikeways
INTERCHANGES		— — —
OTHER:		— — —

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River __________	☐	☒	☐	Div. of State Lands	☐	☐	☒
Stream __________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☐	☒	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☐	☒	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ____________________________

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☒	☐	☐
RIGHT–OF–WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☒	☐	☐

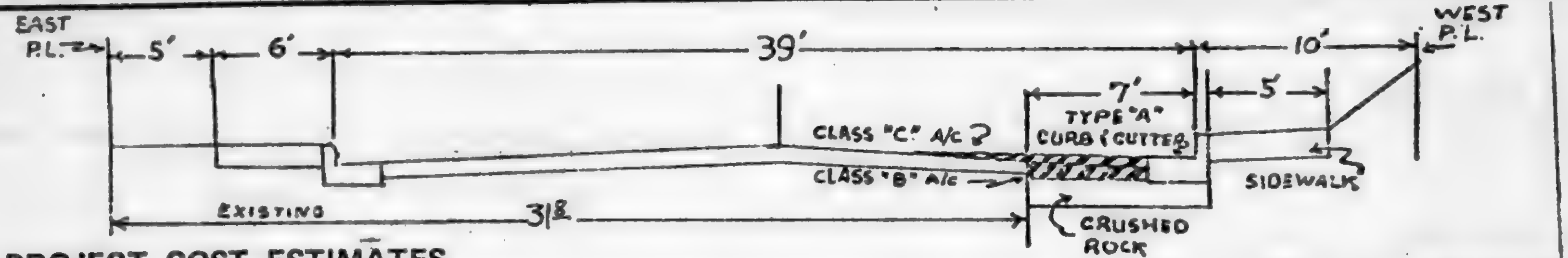
5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(0)	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	1980 (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class C A/C Paving	2"	$1\frac{1}{2}$"
Base Rock - Shoulder	2"	
Base	6"	

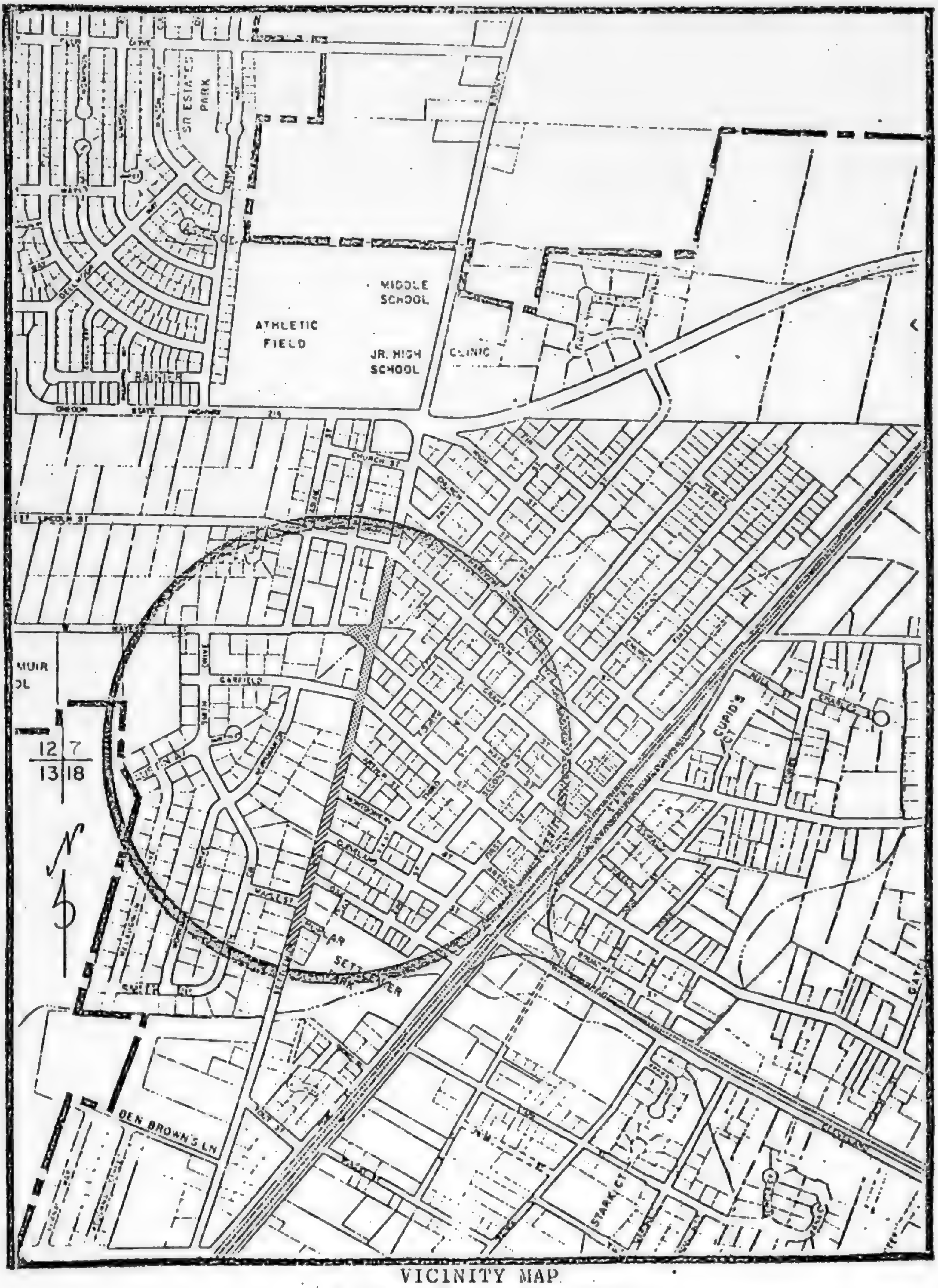
7 - TYPICAL SECTION AND LOCATION


EAST P.L.
5'
6'
39'
10'
WEST P.L.
7'
5'
TYPE "A" CURB & GUTTER
CLASS "C" A/C 2
CLASS "B" A/C
SIDEWALK
EXISTING
31.8
CRUSHED ROCK

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	1,000	3.000
RIGHT OF WAY		
TRAFFIC CONTROL	2,400	4,500
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	79,000	79.000
OTHER		
ENGINEERING & CONTINGENCIES	9,080	9.500
PROJECT TOTAL	91,480	96.000

SUBMITTED BY


SR ESTATES PARK
MIDDLE SCHOOL
ATHLETIC FIELD
JR. HIGH SCHOOL
CLINIC
RAINIER
OREGON STATE HIGHWAY 214
CHURCH ST
LINCOLN ST
GARFIELD
CUPID'S CT
BEN BROWN'S LN
STARK CT
SETTLEMIER
12 7
13 18

VICINITY MAP
City of Woodburn, Oregon

▩ Widening
▨ Resurfacing

Scale 1"=800'

Settlemier Avenue

9720

FEDERAL AID PROJECT REQUEST

Date May 27, 1980

Applicant Agency City of Woodburn

Request for: Off-System____, FAS-C____, FAUS X Project

Federal Aid Route No. FAU 5241 Route Name Settlemier Avenue

Project Name ~~Settlemier Avenue~~ Lincoln St. - Poplar St. (Woodburn) Section

Project Length 1200' Project Location (Attach sketch map)

Project Description Widening, including curbs & sidewalk on West side, and resurfacing on the South.

Average Daily Traffic (1977) 5500 N. of Garfield
3500 S. of Garfield
Design Speed 25

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32 Travel Lanes 2 Shoulders None

Medians None Parking None

Sidewalks One side only

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 39 Travel Lanes 2 Shoulders None

Medians N/A Parking None

Curbed Curb & Gutter Length Curb Radii 10, 15, 20

Sidewalk/~~Bikeway~~ 5' wide

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks

III. TRAFFIC CONTROL DATA None

1. Existing Signalization and Location:

2. Proposed Signalization: None

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include

4. Permanent Striping:

Include in project or by applicant? Include

IV. ILLUMINATION DATA

1. Existing Illumination and Location: N/A

2. Proposed Illumination: None

Location

Type

Remarks

V. STRUCTURE DATA N/A

1. Existing Structure:

Location

Type Bridge

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA None

1. Are there any railroad crossings? Yes____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Public Works, R.M.Crichton, 981-7111 Office
2.	Environmental	Public Works, R.M.Crichton, 981-7111 Office
3.	Public Hearing	Public Works, R.M.Crichton, 981-7111 Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State____ Consultant____

2. Project construction engineering to be performed by:

Applicant X State________ Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No________

If "yes," describe briefly: Engineering

Note: P.E. being performed at city expence except State portion

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 79,000
Right-of-way costs (if participating)	0
Traffic control	2,400
Illumination	0
Structures	0
Railroad	0
Other Constr. Engineering & Contingencies (12%)	9,480
Preliminary engineering (State)	1,000
PROJECT TOTAL	$ 91,880

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Woodburn and/or ________ COUNTY

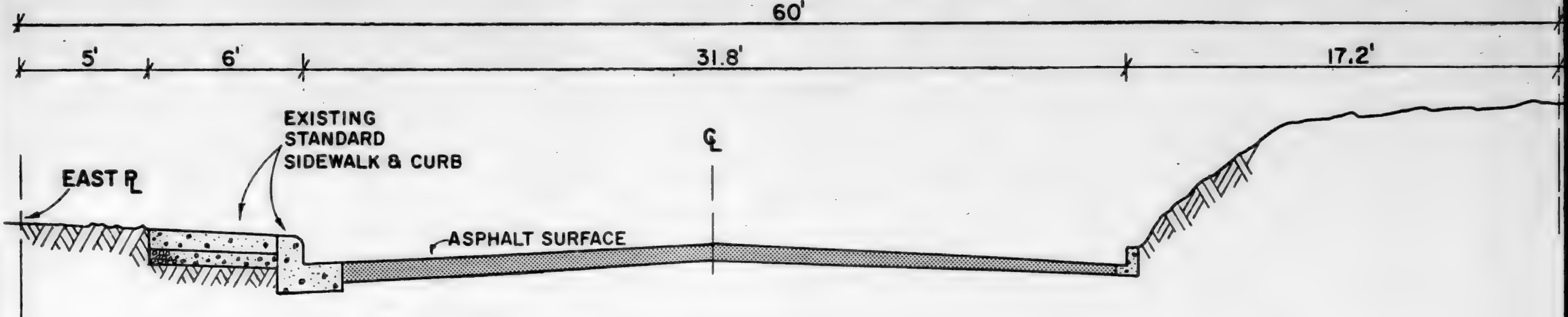
By________
Director of Public Works

By Max L. Pope
City Administrator

By________

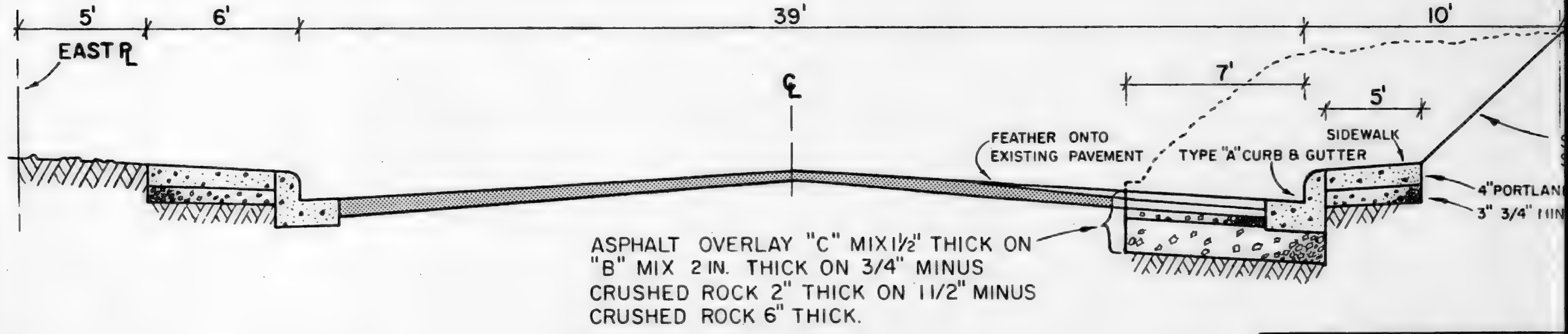
By________

By________


60'
5'
6'
31.8'
17.2'
EXISTING STANDARD SIDEWALK & CURB
EAST R/L
CL
ASPHALT SURFACE

SCALE: 1" = 5' HORIZ.
1" = 2' VERT.

EXISTING ROADWAY CROSS SECTION


5'
6'
39'
10'
EAST R/L
CL
7'
5'
FEATHER ONTO EXISTING PAVEMENT
TYPE "A" CURB & GUTTER
SIDEWALK
4" PORTLAN
3" 3/4" MIN

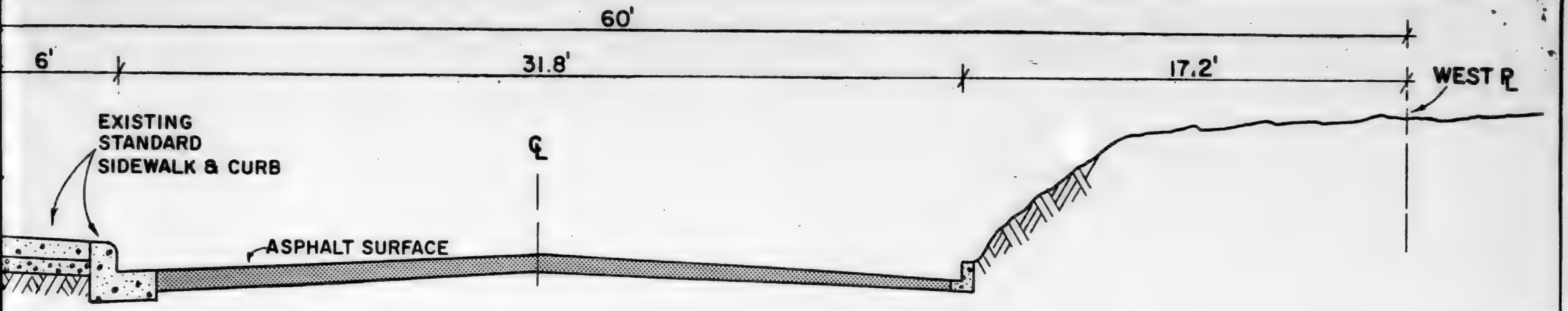
ASPHALT OVERLAY "C" MIX 1 1/2" THICK ON "B" MIX 2 IN. THICK ON 3/4" MINUS CRUSHED ROCK 2" THICK ON 1 1/2" MINUS CRUSHED ROCK 6" THICK.

DESIRED ROADWAY CROSS SECTION

CITY OF WOOD
ENGINEERING D

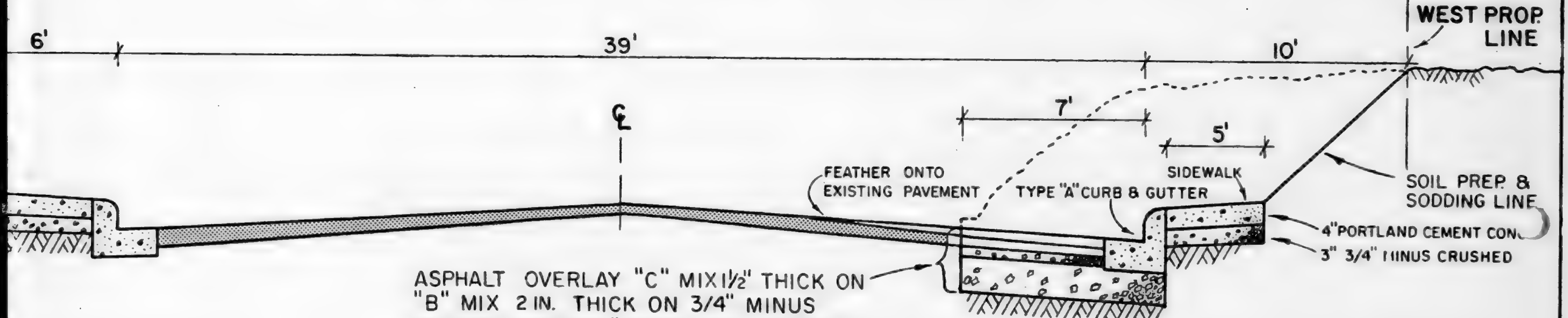
SETTLEMIER WIDENING-AR
LIN

DATE: 4/10/80	DSN BY: CH2MH
DRAWN BY: J.N.	AND J.N.-C of


60'
6'
31.8'
17.2'
WEST P̲L̲
EXISTING STANDARD SIDEWALK & CURB
ASPHALT SURFACE
C̲L̲

SCALE: 1" = 5' HORIZ.
1" = 2' VERT.

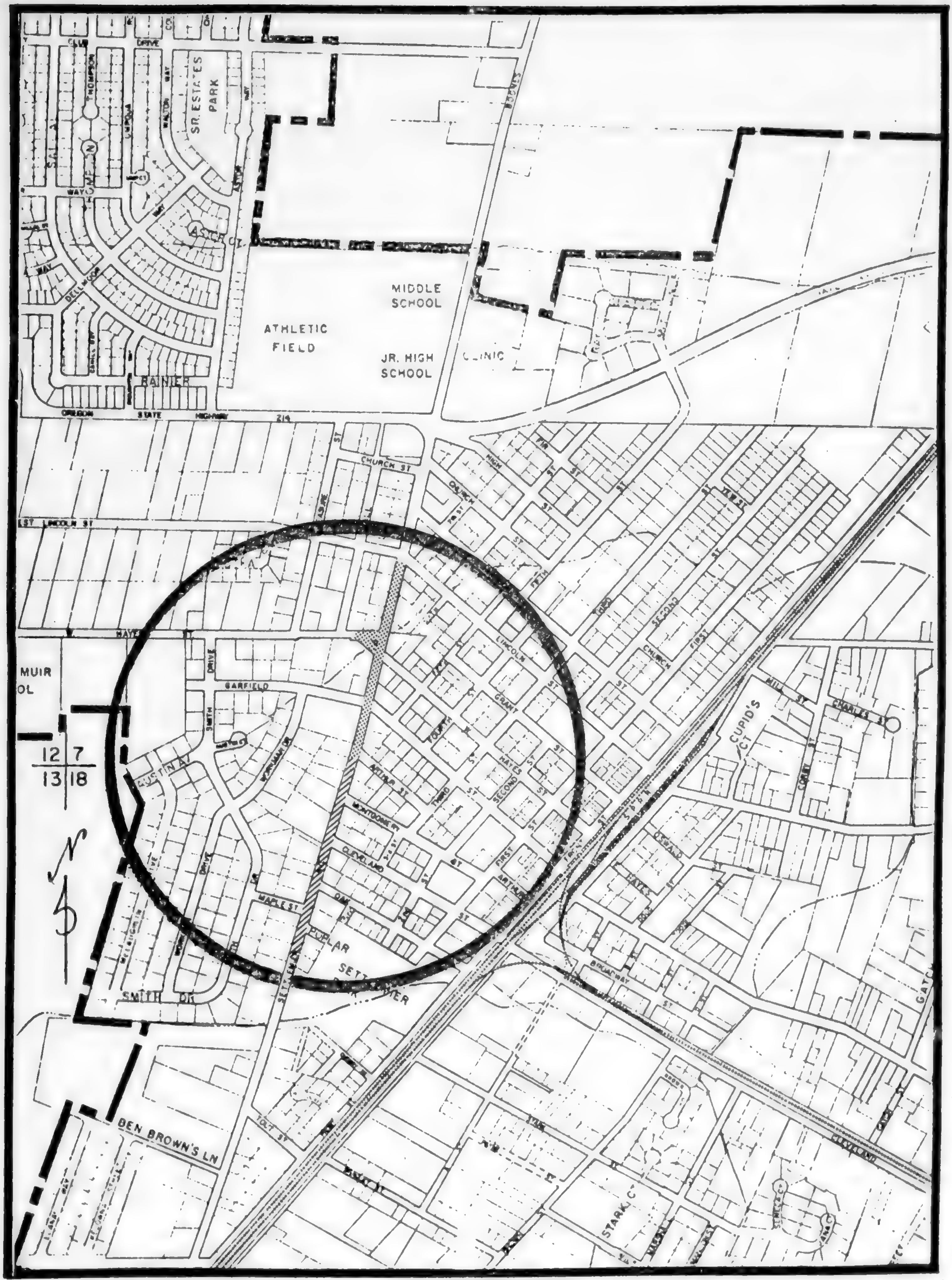
EXISTING ROADWAY CROSS SECTION


WEST PROP. LINE
6'
39'
10'
7'
5'
C̲L̲
FEATHER ONTO EXISTING PAVEMENT
TYPE "A" CURB & GUTTER
SIDEWALK
SOIL PREP. & SODDING LINE
4" PORTLAND CEMENT CON
3" 3/4" MINUS CRUSHED

ASPHALT OVERLAY "C" MIX 1½" THICK ON "B" MIX 2 IN. THICK ON 3/4" MINUS CRUSHED ROCK 2" THICK ON 1 1/2" MINUS CRUSHED ROCK 6" THICK.

DESIRED ROADWAY CROSS SECTION

CITY OF WOODBURN ENGINEERING DEPT.		
PROJ. # 269 SETTLEMIER WIDENING-ARTHUR TO LINCOLN		
DATE: 4/10/80	DSN BY: CH_2M HILL	SHEET 1 of 1
DRAWN BY: J.N.	AND J.N.-C of W	CKD: RMC


CLUB DRIVE
SR. ESTATES PARK
THOMPSON
UMPQUA
WAY
ASTOR CT.
DELLWOOD
RAINIER
OREGON STATE HIGHWAY 214
BOONES
MIDDLE SCHOOL
ATHLETIC FIELD
JR. HIGH SCHOOL
CLINIC
CHURCH ST
HIGH
FIR
LINCOLN ST
HAYES
GARFIELD
SMITH
DRIVE
AUSTIN AV
MUIR
OL
12 7
13 18
N
LINCOLN
GRANT
HAYES
FOURTH
THIRD
SECOND
FIRST
ARTHUR ST
MONTGOMERY
CLEVELAND
MAPLE ST
OAK
POPLAR
SETTLEMIER
SMITH DR
BEN BROWN'S LN
TOLT ST
FRONT
CHURCH
CUPID'S CT
MILL ST
CHARLES ST
BROADWAY
CLEVELAND
STARK CT
GATCH

VICINITY MAP
City of Woodburn, Oregon

▨ Widening
▧ Resurfacing

Scale 1"=800'

Settlemier Avenue

1983 Pacific Hwy. E. at Young 9721
St. (Woodburn) Sec. (Traffic signal
installation)

9721

August 14, 1984

United States Fidelity & Guaranty Co.
PO Box C19204
Seattle, WA 98109

CON 5
#9721

Gentlemen or Ladies:

On August 7, 1984, we wrote to you concerning release of final payment on Contract No. 9721 awarded to Cherry City Electric, Inc. for traffic signals on the Pacific Highway East at Young Street in Woodburn in Marion County.

Final payment on this contract is $985.63 and the total contract amount is $19,712.60. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Cherry City Electric, Inc.
635 17th Street, SE
Salem, OR 97301

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

9721 F

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PAC. HWY. E. @ YOUNG ST. (WOODBURN)

WEEK ENDING: 4/7/84

SECTION PREFIX: 424-8287

HIGHWAY: PAC. HWY. EAST

COUNTY: MARION

NAME OF JOB: PAC. HWY. E. @ YOUNG ST.

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: CHERRY CITY ELEC.

CONTRACT NUMBER: 9721

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: OCT. 10, 1983

DATE WORK STARTED: 1-30-84

ESTIMATED COMPLETION DATE: 2-17-84

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 120

WORK DAYS USED

CALENDAR DAYS USED 127

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 106

PROJECT AUTHORIZATION: $ 25,263.51

EXCLUSIVE OF ENGINEERING: $ 23,057.09

ENGINEERING AUTHORIZATION: $ 2,206.42

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 23,057.09

ENGINEERING COST TO DATE: $ 2,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN: 0.0 %

PERCENT OF AUTHORIZATION: 113 %

DATE PROJECT WAS COMPLETED: 2/24/84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
APR 13 1984
CONSTRUCTION SECTION

CE
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FOE
OCS
SCE
BEO
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CA
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TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 2/24/84

3RD NOTE. 3/6/84

FINAL INSPECTION 3/15/84

SEMI-FINAL SUBMITTED TO REGION II 4/10/84

LAST REPORT

SIGNED ARVEY NELSON-PROJECT MANAGER LOCATION SALEM

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP F21A

9721

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626 TOLL FREE 1-800-452-7813

October 27, 1983

Frank Tiwari
DIRECTOR OF PUBLIC WORKS
270 Montgomery
Woodburn, Oregon 97071

Pacific Hwy. East @ Young St.

Your request to defer payment of the balance of the advance deposit for subject project has been approved.

The contract was awarded to Cherry City Electric, Inc., on October 10, 1983, and we expect to receive the City's $7,765 payment by January 9, 1984.

Phillip O. Stearns
REGION II FEDERAL AID SPECIALIST

POS:clm

cc: LPU

734-1867

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
OCT 28 1983
MAN. ASSIST. ______ PROGRAM UNIT
REFER TO ______
FOR ______

9721.

1889

CITY OF WOODBURN

270 Montgomery Street · Woodburn, Oregon 97071 · 982-5222

October 12, 1983

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

The opticom project was approved by the Council by resolution #729 and #730, and copies of those resolutions were forwarded to you with the agreement. The Finance Director of the City has advised me that the City has advanced the Oregon State Highway Division $20,000.00 for this project and the remaining cost of $7,765.00 will be forwarded to the State soon after our Fire Chief returns and makes some budget decisions, and/or planned budgeted revenues are received by the City. The City Council was informed of this fact by the City Administrator on October 10, 1983. In any event the City will forward to the State Highway Division the required amount by January 9, 1984.

At present I would like to request that you proceed with the construction of the project as approved by the Council, and the City will fulfill its obligation at the earliest opportune time.

Sincerely,

G S Tiwari

G. S. (Frank) Tiwari, P.E.
Public Works Director

Concur: Max L. Pope
Max L. Pope, City Administrator

GST/dlm
CC: City Administrator
Finance Director
Fire Chief
File

REGION 2 ENGINEER
RECEIVED
OCT 13 1983
☐ RLE ☐ LBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ ELO ☐ ENV ☐ EFF

9721

September 27, 1983

G. S. Tiwari
Director of Public Works
City of Woodburn
270 Montgomery St.
Woodburn, OR 97071

Dear Mr. Tiwari:

On September 22, 1983, we received a satisfactory bid from Cherry City Electric, Inc., 635 17th St. S.E., Salem, OR 97301, for the Pacific Hwy. E. at Young St. (Woodburn) Section of Pacific Highway East.

As described in our Agreement No. 7821, the City is required to deposit their share of the project costs as computed below:

Contractor's Bid for Fire Pre-emption System		$ 19,990.00
Signal Controller Testing and Turn-On	$1,925.00	
"OPTICOM" Testing	150.00	2,075.00
		$ 22,065.00
Contingencies (4-1/2%)		992.93
Engineering (10%)		2,206.50
		$ 27,764.43
Less Advance Deposit		-20,000.00
		$ 7,764.43
	Rounded	$ 7,765

Please submit your $7,765 deposit using one of the three options for payment described in the attachment. We will be awarding the contract in the next week.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:blm
Attachment

bcc: w/AD #83-82: Phil Stearns, Region 2
V. E. Skoog - Please return completed AD #83-82 when deposit is received.

awarded
10-10-83
G

9721

1889

CITY OF WOODBURN

270 Montgomery Street - Woodburn, Oregon 97071 - 981-7111

September ~~7~~ 12, 1983

Phillip O. Stearns
Region 2 - Federal Aid Specialist
2960 E. State St.
Salem, Oregon 97310

Dear Mr. Stearns:

As requested by your letter of August 24, these are our comments regarding the enclosure:

1) Right turn arrows be included on the outer lanes of Pacific Highway to indicate turns onto Young Street are permissible.

   Phases 4 and 8 do not include such turns in the display; will right turns be permitted?

2) If possible, could right turns onto Pacific Highway from Young Street be included in Phases 1 and 5? The depiction would indicate no interference with the left-turning cars.

Yours truly,

Dean Morrison

for G. S. (Frank) Tiwari, P.E.
Public Works Director

[illegible]
[illegible] PROJECT UNIT S
[illegible]
[illegible] PROGRAM UNIT
[illegible]
[illegible]

DM/GST/dlm
CC: City Administrator
File

Enclosure: Approved copy - Signed
Revision Plan - Pacific
Hwy. East at Young St.

9-12-83
Original has been returned to City for signature in approval block. Comments above are being submitted for review S

9-23-83
Sent approved plans to Traffic. DD

[illegible]

7721

Highway Pacific East Project Length —

County Marion Completi Time 120 C.D.

Kind of Work Traffic Signal Est. Comp. Date

Prefix 429-8753-921 Letting Date Sept. 22 '83 Project No. — STATE

Recv'd 8/29/83 @ 1:30 PM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 8-30-83

- Director
- Asst. Dir.-Administration
- Accounting (Highway)
- Administrative Services
- Aeronautics
- Bridge
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- Industrial Engineers
- Information Systems
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Policy & Planning
- Project Management & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Records Management
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Technical Services Eng.
- Traffic Signal Unit
- Traffic
- Travel Information
- Utilities
- Metropolitan
- [✓ Region Number 2]
- District Number ____
- Resident Engineer ____

ATTENTION: Phil Stearns

FROM: L.P.U.

COMMENTS: 100% county

Form 731-0022 (8-81) SP*86790-734

Contract Amount	$ 22,290.00
1925 150	$ 2,075.00
Subtotal	$ 24,365.00
Contingencies (4-1/2%)	1,096.43
Engineering ~~(8, 9,~~ 10%)	2,436.50
Subtotal	$ 27,897.93
Credit for ________________	
Estimated Net Authorization, Construction	$ 27,897.93

APPROVED

J H Winsteel
Road Design Engineer

APPROVED
FINAL DESIGN ENGR.

Rev. 11/81

Section Pacific Hwy E. at Young St (Woodburn)

Highway Pacific East Project Length

County Marion Completion Time 120 CD.

Kind of Work Traffic Signal Est. Comp. Date

Prefix 429-8753-921 Letting Date Sept. 22 '83 Project No. — STATE

Recv'd 8/29/83 @ 1:30 PM

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 22,290.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		$ 2,075.00
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing and turnon	1925	
"OPTICOM" Testing	150	
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 24,365.00
Contingencies (4-1/2%)		1,096.43
Engineering (~~8-9,~~ 10%)		2,436.50
Subtotal		$ 27,897.93
Credit for		
Estimated Net Authorization, Construction		$ 27,897.93

APPROVED

J H Winstead
Road Design Engineer

APPROVED
FINAL DESIGN ENGR.

Rev. 11/81

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Pacific Hwy E. at Young St (Woodburn)	County Marion		Sheet 1 of 1
Kind of Work Traffic Signal Installation	Length —	Date	Name BLACHLY

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 8-22-83					
	~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~ BID LETTING 9-22-83					
	Temporary Protection and Direction of Traffic		Lump sum	All	Lump sum	800.00
	Temporary Signs		Sq. Ft	115	6.00	690.00
	Flagmen		Hour	100	17.00	1700.00
	Traffic Signal Installation, Complete		Lump sum	All	Lump sum	14,200.00 ~~19,100~~
	Fire Preemption System, Complete		Lump Sum	All	Lump Sum	$4,900 22,290
	— —					

734-1736 (8-81)

9721

Section Pacific Hwy E t Young St (Woodburn) Programming Estimate $

Highway Pacific East Project Length —

County Marion Completion Time 120 CD.

Kind of Work Traffic Signal Est. Comp. Date

Prefix 429-8753-921 Letting Date Sept. 22 '83 Project No. —

Recv'd 8/23/83
@ 2:15PM

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 22,290.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 2,075.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing and turnon	1925	
"OPTICOM" Testing	150	
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 24,565.00
Contingencies (4-1/2%)		1,096.43
Engineering ~~(8.9~~ 10%)		2,436.50
Subtotal		$ 27,897.93
Credit for		
Estimated Net Authorization, Construction		$ 27,897.93

APPROVED

Road Design Engineer

Rev. 11/81

~~SUMMARY—BID SCHEDULE~~--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section Pacific Hwy E. at Young St (Woodburn)	County Marion	Sheet 1 of 1	
Kind of Work Traffic Signal Installation	Length —	Date	Name BLACHLY

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT 8-22-83					
	~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~ BID LETTING 9-22-83					
	Temporary Protection and Direction of Traffic		Lump sum	All	Lump sum	800^{00}
	Temporary Signs		Sq. Ft	115	6^{00}	690^{00}
	Flagmen		Hour	100	17^{00}	1700^{00}
	Traffic Signal Installation, Complete		Lump sum	All	Lump sum	19,100^{00}
						$22 290

734-1736 (8-81)

77-1

May 13, 1983

G. S. Tiwari
Director of Public Works
City of Woodburn
270 Montgomery St.
Woodburn, OR 97071

Dear Mr. Tiwari:

SUBJECT: Pacific Hwy. E. at Young St.
Emergency Vehicle Pre-emption Devices
& Controller Replacement

We concur in your suggestion that the City make full payment of the subject project's estimated cost prior to the end of the current fiscal year. Accordingly, please submit your advance deposit in the amount of $20,000. You may use one of the three options for payment described in the attachment.

We have scheduled the project for our September 22, 1983 bid opening.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

Bob Warberg
Seys Rec'd
6-23-83
KEH

KEH:pf
Attachment

bcc w/AD # 83-25: Phil Stearns, Region 2
Vern Skoog - Please return completed AD # 83-25 when advance deposit is received.

9721

S

May 11, 1983

City of Woodburn
City Hall
Woodburn, OR 97071

AGR

Attention: Barney O. Burris
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 1821

Gentlemen or Ladies:

Attached for your records is a fully executed copy of a letter-form agreement covering the installation of emergency vehicle pre-emption devices on the Pacific Highway East at Young Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
51147	Ramsey Signs, Inc.	$ 4,200.00
	1 Transaction	$ 4,200.00

(2) Grant of Access to Blanche McCulloch for a 35 foot unrestricted reservation at Sta. 819+00 on the Brookings-Winchuck Road Section of the Oregon Coast Highway in Curry County. This is a product of right of way negotiations. File 43986 L6318 (Right of Way).

(3) A letter-form agreement with the City of Woodburn covering the installation of emergency vehicle pre-emption devices on the Pacific Highway East at Young Street, Marion County. The State will design, install and maintain the equipment. The City will pay all costs of the project and replace the obsolete parts. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 6 day of April, 1983

Anthony Yturri

Anthony Yturri, Chairman
OREGON TRANSPORTATION COMMISSION

APPROVED
STATE HIGHWAY ENGINEER
Date 4-1-83

9721

N

March 30, 1983

G. S. Tiwari
Director of Public Works
City of Woodburn
270 Montgomery St.
Woodburn, Oregon 97071

Dear Mr. Tiwari:

SUBJECT: Pacific Hwy. E. at Young St.
Emergency Vehicle Pre-emption Devices
& Controller Replacement

We are starting the Preliminary Engineering phase for the subject project, and the City should now submit an advance deposit for the estimated P.E. costs:

Estimated P.E. Cost, 100% City = $3,000

We will begin work when we receive your advance deposit in the amount of $3,000. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E., P.L.S.
Program Control Engineer

KEH:pf
Attachment
bcc w/AD # 83-14: Phil Stearns, Region 2
Vern Skoog - Please RETURN completed AD #83-14 when advance deposit is received.

9121

CITY OF WOODBURN
270 Montgomery Street * Woodburn, Oregon 97071 * 981-7111

March 7, 1983

Mr. Phillip Stearns
Region Federal Aid Specialist
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

Re: Agreement #7821 Approval by the Council

Dear Mr. Stearns:

Attached are the copies of the agreement number 7821 duly approved and signed. This authorizes the State Highway Division to complete the installation of opticom at Young and 99E. We want to inform you that because of our budget problems the project must be completed by the end of June 1983.

No doubt that you are aware of the fact that many trucks while turning North from Highway 214 tend to scrap the support pole located at N.E. side of intersection. You may want to take care of this problem by relocating the support pole. No doubt any intersection modification cost will be borne by the State Highway Division.

Once again,I want to request that the opticom project at Young and 99E be completed in this fiscal year funding period.

Thank you.

Sincerely,

GS Tiwari

G. S. (Frank) Tiwari, P.E.
Public Works Director

GST/dlm
CC: City Administrator
Finance Director
Fire Chief
Engineering
File

Enclosure: Agreement #7821

REGION 2 ENGINEER

RECEIVED

☐ RLE MAR 8 1983 ☐ RBE

☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE

☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

PROGRAM MANAGEMENT SECTION

DHM ☐ DES ☐

SHM ☐ MJK ☐ DNH ☐

MAR 8 1983

REFERRED TO____________________

FOR ______________________________

FILE: PM FA LG.

.97-21

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Pacific Hwy E @ Young St (Woodburn)

REGION: 2

STATE HIGHWAY # 1E	HIGHWAY NAME Pacific Highway East	MILE POST FROM 32.86 TO 32.88	LENGTH 0.02 mi
☒ URBAN ☐ RURAL	CITY Woodburn	COUNTY Marion	ROAD/STREET NAME at Young Street
ROUTE # 99E	FEDERAL AID # 26	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 2	GRADING (✓)		FILES (#)	
RIGHT OF WAY	$	PAVING (✓)		ACRES (#)	
ROADWAY	$	STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$	OPTICOM	✓	RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Opticom	$ 15	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 3	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 18	WORK TYPE (1-12)	8	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 20				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/83	RECOMMENDED FUNDING SOURCE City of Woodburn	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)		
SIGNALS (#)	1	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	14,800	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

City of Woodburn has requested that an emergency vehicle pre-emption device (opticom) be installed in the traffic signal at the intersection of Pacific Highway East (99E) and Young St in Woodburr The City has authorized funding for the work.

PROPOSED SOLUTION

Install opticom in signal.

MG

Watson

RECEIVED

ROAD DESIGN SECTION

1 Versteeg

Cy 3 Anderson

Adams

Cy 3 Macnab

Stoltenmeyer

Terpen

4 Trent

Cy Wakerlig

REQUESTED, REGION ENGINEER X by Phillip O. S	DATE 12-21-82
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION: 2

SECTION: Pacific Hwy E @ Young St (Woodburn)

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 1	NEW (#) 1

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N			

UTILITIES (LIST BELOW)

COMPANIES
Portland General Electric
Pacific Northwest Bell Telephone
City of Woodburn sewer & water

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 40	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
						12	12	14	12	12						
								Same								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 5/2/83

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Pacific Hwy E @ Young St (Woodburn)

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
1	424-8253	12-16-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		950	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		150	932 RAILROAD & UTILITIES					

TOTALS	$ 2,000	$ 2,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for installation of emergency vehicle pre-emption device in the existing signalized intersection.

Funded solely by City

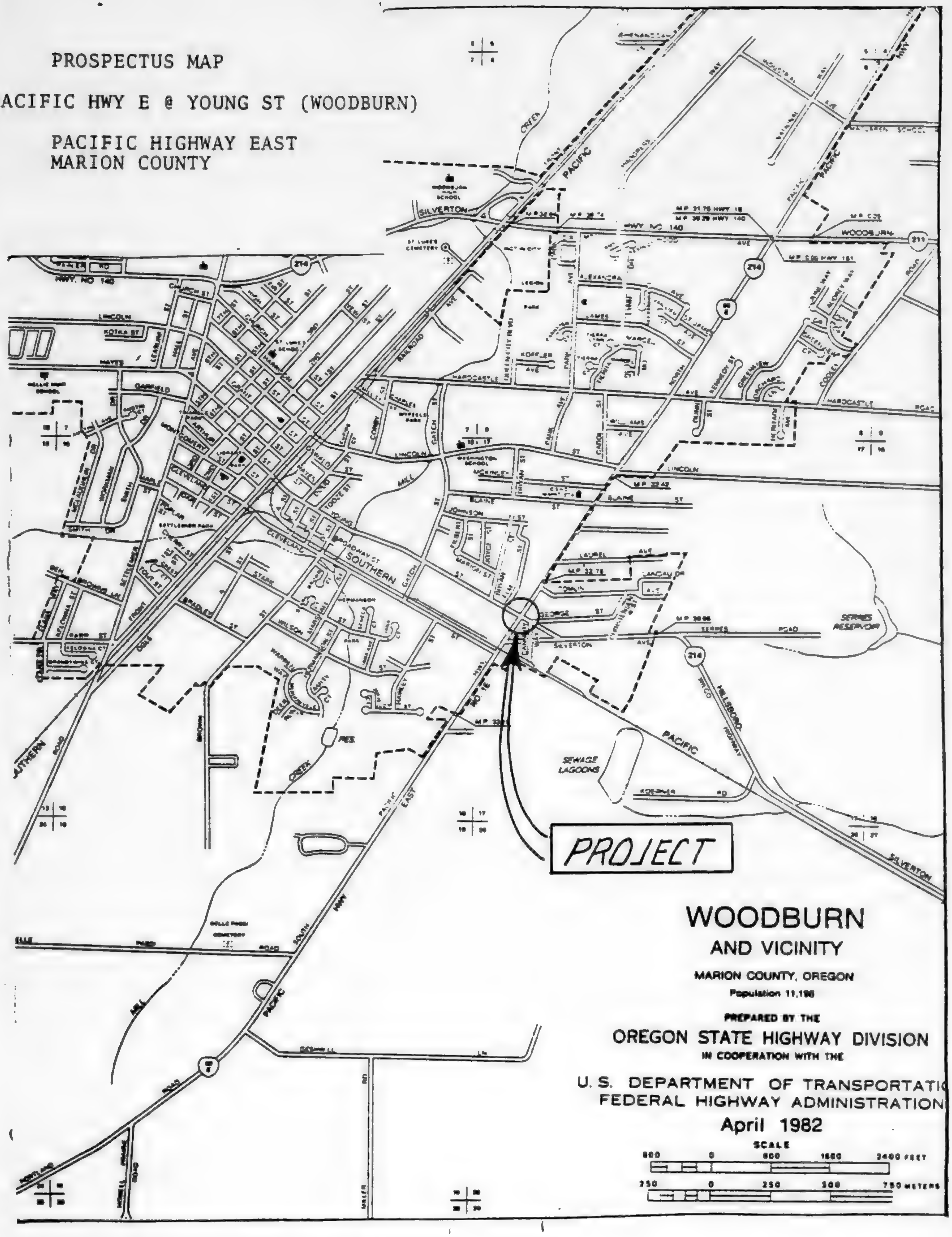
PREPARED BY	DATE 12-16-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/4/83
RECOMMENDED, REGION ENGINEER X by	DATE 12-21-82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X	DATE 5/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROSPECTUS MAP

PACIFIC HWY E @ YOUNG ST (WOODBURN)

PACIFIC HIGHWAY EAST
MARION COUNTY


PROJECT
WOODBURN
AND VICINITY
MARION COUNTY, OREGON
Population 11,196
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION
April 1982
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
PACIFIC
HWY
SOUTH
EAST
SILVERTON
HWY NO 140
WOODBURN
LINCOLN
HARDCASTLE
SOUTHERN
YOUNG
GEORGE
SERRES
SERRES RESERVOIR
SEWAGE LAGOONS
HILLSBORO
HIGHWAY
RES.
214
211
99E

9721

CITY OF WOODBURN

270 Montgomery Street • Woodburn, Oregon 97071 • 981-7111

November 29, 1982

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

Re: Opticom - 99E & Young Street
Woodburn

Dear Mr. Phil ~~Stearns:~~

As per telephone conversation with Mr. Rex Bray, Acting Public Works Director, concerning the installation of emergency vehicle pre-emption device-(Opticom) for 99E and Young Street the Common Council authorized the expenditure of $20,000.00 to cover the cost of the installation and equipment.

It was the previous intent of the City to have the opticom system installed on Young Street and Lincoln Street but due to shortage of funds the City has requested your office to proceed with the installation of the pre-emption device (Opticom) for Young Street and 99E only.

The City will defer Lincoln Street installation until funds are available.

Sincerely,

Max

Max L. Pope
City Administrator

RDB/MLP/dlm
CC: Rex Bray
Fire Chief
Finance
File

PROJECT PROSPECTUS
PART 1 - ROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Pacific Hwy E @ Young St (Woodburn)	KEY ID # REGION 2

STATE HIGHWAY # 1E	HIGHWAY NAME Pacific Highway East	MILE POST FROM 32.86 TO 32.88	LENGTH 0.02 mi
☒ URBAN ☐ RURAL	CITY Woodburn	COUNTY Marion	ROAD/STREET NAME at Young Street
ROUTE # 99E	FEDERAL AID # 26	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 2	GRADING (✓)		FILES	(#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES	(#)	
ROADWAY	$		STRUCTURES (✓)		RELOCATIONS	(#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$		OPTICOM	✓	RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
Opticom	$ 15		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 3		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 18	WORK TYPE (1-12)	8	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 20					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2 / 83	RECOMMENDED FUNDING SOURCE City of Woodburn	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)		
SIGNALS (#)	1	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	14,800	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

City of Woodburn has requested that an emergency vehicle pre-emption device (opticom) be installed in the traffic signal at the intersection of Pacific Highway East (99E) and Young St in Woodbur The City has authorized funding for the work.

PROPOSED SOLUTION

Install opticom in signal.

REQUESTED, REGION ENGINEER X by Philip O.	DATE 12-21-82			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Pacific Hwy E @ Young St (Woodburn)

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 1	NEW (#) 1

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N			

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES | | (LIST BELOW)

COMPANIES

Portland General Electric
Pacific Northwest Bell Telephone
City of Woodburn sewer & water

DESIGN SPEED	DESIGN STANDARDS
40	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
						12	12	14	12	12						
								Same								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

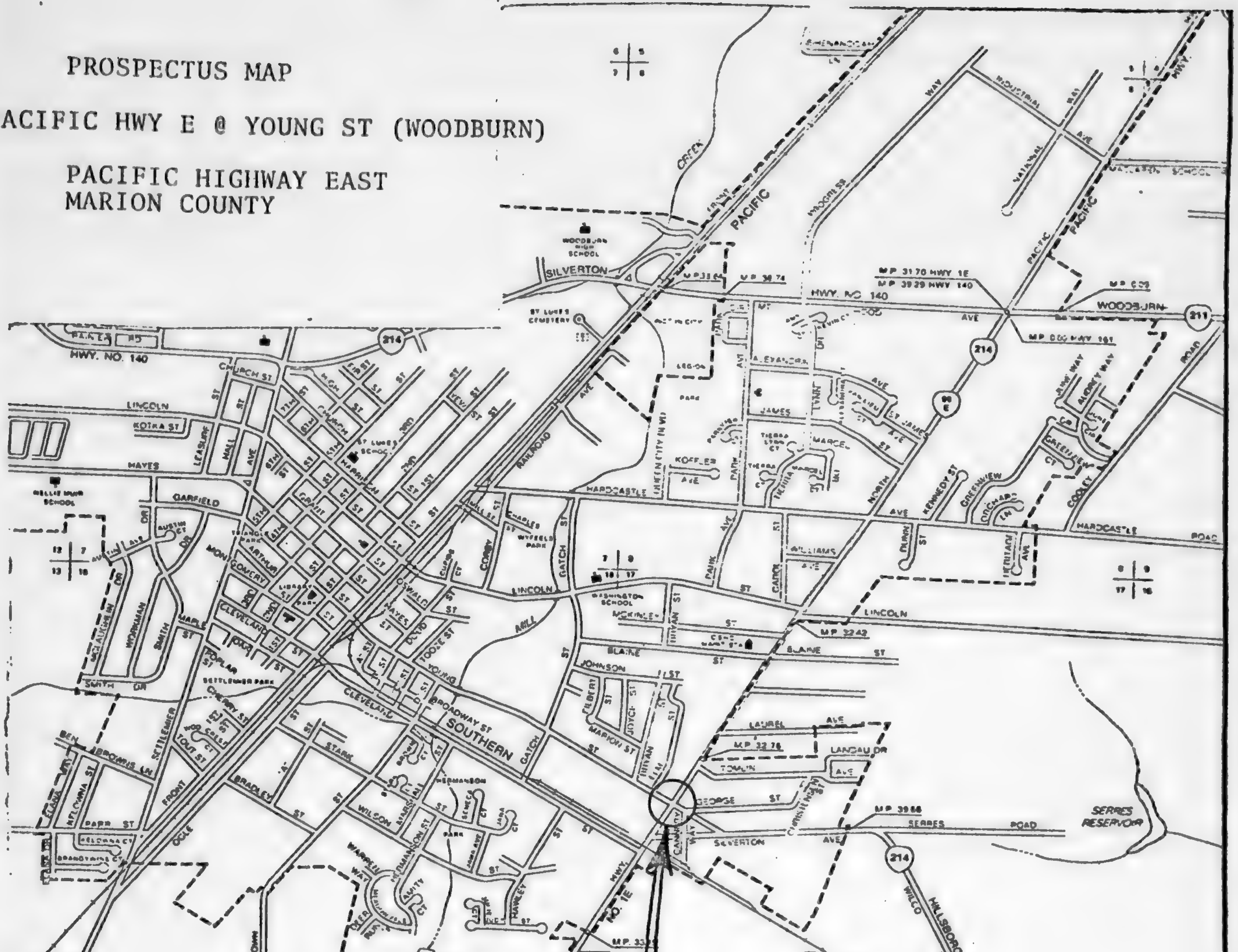
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROSPECTUS MAP

PACIFIC HWY E @ YOUNG ST (WOODBURN)

PACIFIC HIGHWAY EAST
MARION COUNTY


PROJECT
PACIFIC
SILVERTON
HWY. NO. 140
WOODBURN
LINCOLN
HARDCASTLE
YOUNG
SOUTHERN
CLEVELAND
BROADWAY ST
GEORGE
SERRES ROAD
SERRES RESERVOIR
SEWAGE LAGOONS
HILLSBORO HIGHWAY
PACIFIC HWY. NO. 1E
BELLE PASSI ROAD
PORTLAND ROAD
MILL CREEK
RES.
214
211
99E

WOODBURN
AND VICINITY
MARION COUNTY, OREGON
Population 11,196
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION
April 1982

SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Pacific Hwy E @ Young St (Woodburn)

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX

DATE: 12-16-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		150	932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for installation of emergency vehicle pre-emption device in the existing signalized intersection.

PREPARED BY	DATE 12-16-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X by	DATE 12-21-82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1983 NE 148th Ave.-Blue Lake 9722
Rd. Sec., of NE Marine Dr. in Portland.
(Grading, rocking and paving)

Oregon Department of Transportation
HIGHWAY DIVISION

9722

HIGHWAY DIVISION INVOICE

		AGENCY 02	CURRENT DOCUMENT NUMBER 145901
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5890	DATE 9-29-87	VENDOR NUMBER 0001022702-00

Multnomah County
2115 SE. Morrison
Portland, Oregon 97214

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECO	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09722-000	L03	1000			844010	10	$8,403.39

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

FOLD

DESCRIPTION:

Final Settlement BWRS-A662(3), RS-A662(2)

NE. 148th & Blue Lake

See attached itemized statement

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 01 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

	TOTAL PRICE
AMOUNT DUE	$8,403.39
TOTAL AMOUNT DUE	$8,403.39

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz 378-6514 or Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

9722

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 20, 1987

COUNTY: Multnomah AGREEMENT NO: 7666 PROJECT NO: SR-BWRS-A662 (2 & 3)

CONTRACT NO: 9722 SECTION: N.E. 148th Ave.-Blue Lake Rd. Section

PRELIMINARY ENGINEERING PREFIX C526-1956:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 1,369.07	$
Multnomah County	43,808.98	
Final Design	1,230.32	
Region Geology	1,461.00	
Traffic Section	97.95	
R/W Liaison	150.91	
Region Utility Liaison	19.19	
Audit Services	238.08	
Program Section	283.41	
Specifications	1,772.74	
Administrative Services	23.28	
Environmental	91.50	
R/W Utility Engineer	40.33	
Surface Design Engineer	1,313.87	
Total P.E. Cost	$ 51,900.63	-0-

CONSTRUCTION PREFIX C09722 & 526-1067:

		PARTICIPATING	NON PARTICIPATING
Payment to Contractor	079	$ 314,377.48	$
	B61	74,181.46	
Liquidated Damages		(300.00)	
Work Preformed by County		58,583.84	2,692.04*
Interest on Final Payment			1,210.49*
Field Engineering			2,847.22*
Materials Testing			7,366.49*
Technical Services			3.83*
Construction Section			1,032.69*
Accounting			430.41*
Training			229.36*
Audit Expense		152.08	
Total Construction Cost		$ 446,994.86	$ 15,812.53

SUMMARY

Participating P.E. Cost	$ 51,900.63
Participating Const. Cost	446,994.86
Total Participating County Cost	$ 498,895.49

FEDERAL FUNDS

P.E. (88.18%)	$ 45,765.98	
Const. (88.18%)	318,847.87	
Const. (100%)	85,284.29	(449,898.14)
Subtotal		$ 48,997.35
Less Stat Share 1/2 Balance		(24,498.68)
Plus Non Participating County Cost		15,812.53
Less Credit for County's Eng. Match		(5,407.81)
Less County's Advance Deposit:		
P.E. & Const. AD #83-84		(26,500.00)
Balance Due from County		$ 8,403.39

*This work is non-participating because engineering cost on the project exceeds the 15% FHWA limitation.

MKS:bkb

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-BWRS-A662(3)

PROGRAM APPROVED

VOUCHER PERIOD From: 8/31/83 To: 6/12/86

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
B61	88,446.29 ~~87,547.19~~	85,284.29	100%	85,284.29	85,284.29	-0-
079	374,361.10 ~~375,260.20~~	361,710.57	.8815	318,847.87	318,847.87	-0-
	462,807.39	446,994.86	-----	404,132.16	404,132.16	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Acting Controller *Authorized Officer* 2/19/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. 148TH AVE. - BULE LAKE RD. SECTION COUNTY ROAD IN MULTNOMAH COUNTY					
	Construction Type Code Y052 Independent Bikeway (Sta. 464+40 to Sta. 571+50)					
	Final Contract Payment Summary (B61)	Lump Sum			$ 74,181.46	✓
	Construction Type Code I000 Roadway (Sta. 571+50 to Sta. 629+50)					
	Final Contract Payment Summary (079)	Lump Sum			$314,377.48	✓
	TOTAL PARTICIPATING CONSTRUCTION COST				**$388,558.94**	
	Construction Engineering					
	Liquidated Damages (B61)	Lump Sum			$ (57.00)	✓
	Liquidated Damages (079)	Lump Sum			(243.00)	✓
	Work by Multnomah County (079) 47,452.91 (B61) 11,130.93	All Required			58,583.84	✓
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 58,283.84**	
	Misc. Project Cost					
	Audit Expense (B61) 28.90 (079) 123.18	All Required			$ 152.08	✓
	TOTAL PARTICIPATING PROJECT COST				**$446,994.86**	
	Non Participating Project Cost					
	Interest on Final Payments (B61) 229.99 (079) 980.50	All Required			$ 1,210.49	✓
	Work by Multnomah County (079) (B61) 511.49 (079) 2,180.55	All Required			2,692.04	
	Construction Engineering (079) 9,647.10 (B61) 2,262.90				11,910.00	
	NON PARTICIPATING PROJECT COST				**$ 15,812.53**	
	*See next page	AMOUNT CARRIED FORWARD				

FORM PR-[illegible]8 (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966
IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE: Oregon

COUNTY: Multnomah County

NUMBER: RS-BWRS-A662(3)

SECTION:

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	TOTAL PROJECT COST				$462,807.39	
	Multnomah County has credit for ~~$2,255.73~~ 2,818.70 for Construction Engineering.					
	Prepared based on Participating Cost as shown on the Federal Billing as of 2/19/86.					

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27329-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	AMOUNT CARRIED FORWARD.......					

FORM PR-20a (REV. 5-66) GPO 907-844 USCOMM-DC 27329-P66

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 04/08/87 22:14

FEDERAL APPROPRIATION: 079

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: SR -A382-001									
F02938									
C5101914-010	7,862.36	.00	.00						
C5101914-011	.00	6,870.87	.00						
REEMENT TOTALS	7,862.36	6,870.87	.00	88.18	19,752.00	.00	.00		6,870.87-
FED PROJ TOTALS	7,862.36	6,870.87	.00		19,752.00	.00	.00		6,870.87-
FEDERAL PROJECT: SR -A662-003									
F03049									
C09722 -000	8,068.60	115.90	8,068.60						
C09722 -001	85.46	.00	.00						
C09722 -010	12,565.07	.00	.00						
C09722 -011	353,641.97	318,731.97	353,641.97						
AGREEMENT TOTALS	374,361.10	318,847.87	361,710.57	88.15	318,847.87	318,847.87	.00		.00
FED PROJ TOTALS	374,361.10	318,847.87	361,710.57		318,847.87	318,847.87	.00		.00
FEDERAL PROJECT: SR -B373-003									
F02907									
C10028 -000	21,703.88	11,067.53	21,703.88						
C10028 -001	171.11	.00	.00						
C10028 -010	6.68	.00	.00						
C10028 -011	312,434.50	283,475.45	312,434.50						
AGREEMENT TOTALS	334,316.17	294,542.98	334,138.38	88.15	294,542.98	294,542.98	.00		.00
FED PROJ TOTALS	334,316.17	294,542.98	334,138.38		294,542.98	294,542.98	.00		.00
FEDERAL PROJECT: SR -B379-001									
F01590									
C2121935-000	95.40	44.34	95.40						
C2121935-010	80.25	.00	.00						
C2121935-011	9,971.20	8,829.37	9,971.20						

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                 JUNE 1985      PAGE  442

                                                                           FISCAL        GRAND TOTAL    ACTIVE YRS
     DESCRIPTION                PREFIX FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE    TO DATE      BEG    END

  NE 112TH AVE-NE 148TH AVE     CONT NO 9355 * FA PROJ NOS RS  A662001 100                               STATE
                                  526   1042     201    00 P 1                               433,701.13   81     84
                                  526   1042     201    00 N 1                                   500.00   84     84
                                  526   1042     206    00 N 1                                 1,016.82   83     83
                                  526   1042     208    00 N 1                                    9.61CR  83     83
                                  526   1042     294    00 N 1                                 2,563.45CR  82    83
                                  526   1042     296    00 N 9                   2,605.40CR  453,515.22CR  81    85
                                  526   1042     297    00 N 9                   2,605.40     27,505.40   81     85
                                  526   1042     298    00 N 9                               426,009.82   81     84
                                  526   1042     900    00 P 1                                 2,013.33   81     83
                                  526   1042     903    00 P 1                                43,374.65   82     83
                                  526   1042     915    00 P 1                                   362.61   83     83
                                  526   1042     920    00 P 1                                    84.63   81     82
                                  526   1042     928    00 N 1                                     9.61   82     82
                                  526   1042     940    00 P 1                                 1,810.37   81     84
                                  526   1042     941    00 P 1                                   242.16   81     82
                                  526   1042     944    00 P 1                                   210.25   81     83
                                  526   1042     945    00 P 1                                 1,177.09   81     83
                                  526   1042     948    00 P 1                                    51.61   82     83
                                  526   1042     985    00 P 1                                    82.05   81     82
                                                 TOT       P1                                483,113.88
                                                 TOT       N1                                  1,046.63CR
                                              ** JOB TOTALS **              **            ** 482,067.25  **

  GATEWAY AREA TRAFFIC SIGS     CONT NO 9497   FA PROJ NOS X10 000C024 100                               STATE
                                  526   1055     201    00 P 1     9,000.00     32,323.00    465,207.77   83     85
                                  526   1055     203    00 P 1     4,050.00CR    8,550.00CR    9,300.00CR 83     85
                                  526   1055     204    00 F 1     7,547.89      6,606.74     15,000.00CR 83     85
                                  526   1055     270    03 P 1                                14,300.00   83     83
                                  526   1055     296    00 N 9    10,630.89CR   28,577.69CR  464,581.30CR 82     85
                                  526   1055     297    00 N 9                   2,688.02     74,533.78   82     85
                                  526   1055     298    00 N 9    10,630.39     25,889.67    390,047.52   82     85
                                  526   1055     900    00 P 1                       8.82         64.40   83     85
                                  526   1055     911    00 P 1                                   187.00   82     83
                                  526   1055     920    00 P 1                                   122.74   82     83
                                  526   1055     940    00 P 1                      20.00        141.06   83     85
                                  526   1055     941    00 P 1                                   104.63   82     84
                                  526   1055     944    00 P 1                                 2,635.09   82     84
                                  526   1055     945    00 P 1                                   121.69   82     84
                                  526   1055     948    00 P 1          .13CR       27.37        205.93   82     85
                                  526.  1055     985    00 P 1                                    89.00   82     83
                                                 TOT       P1     12,497.76     30,435.93    458,879.31
                                              ** JOB TOTALS **    12,497.76  ** 30,435.93 ** 458,879.31  **

  NE 148TH AVE-BLUE LAKE RD     CONT NO 9722   FA PROJ NOS SR  A662003  78                 BWRSA662003  22 STATE
                                  526   1067     201    00 P 1                 267,632.84    306,079.59   84     85
                                                                                              84 856.41
```

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 443

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	526	1067	201	00	P 8		64,289.61	84,856.41	84	85
	526	1067	203	00	P 1		234.00CR	234.00CR	84	84
	526	1067	203	00	P 8		66.00CR	66.00CR	84	84
	526	1067	204	00	P 1		5,498.48CR	7,800.01CR	84	85
	526	1067	204	00	P 8		1,550.84CR	2,199.99CR	84	85
	526	1067	294	00	N 1		2,916.33CR	3,574.86CR	84	85
	526	1067	296	00	N 9	1.99CR	360,228.40CR	429,091.76CR	83	85
	526	1067	297	00	N 9		17,286.44	20,800.11	83	85
	526	1067	298	00	N 9	1.99	342,941.96	408,291.65	83	85
	526	1067	900	00	P 1	3.35CR	1,137.53	1,871.38	83	85
	526	1067	900	00	P 8	.94CR	306.63	498.13	83	85
	526	1067	903	00	P 1		49,220.81	60,335.18	84	85
	526	1067	915	00	P 1			41.27	84	84
	526	1067	940	00	P 1	.42CR	3,148.28	5,193.80	83	85
	526	1067	940	00	P 8	.11CR	887.98	1,464.91	83	85
	526	1067	941	00	P 1	.51CR	124.98	504.51	84	85
	526	1067	941	00	P 8	.14CR	35.24	142.29	84	85
	526	1067	944	00	P 1			2.99	83	83
	526	1067	944	00	P 8			.84	83	83
	526	1067	945	00	P 1	304.75	763.55	813.64	84	85
	526	1067	945	00	F 8	75.51	204.92	219.05	84	85
	526	1067	948	00	P 1	.12CR	27.45	420.81	84	85
	526	1067	948	00	P 8	.04CR	7.73	9.60	84	85
	526	1067	950	00	P 1	.81CR	178.89	178.89	85	85
	526	1067	950	00	P 8	.22CR	50.47	50.47	85	85
			TOT		P1	299.54	316,501.85	367,408.05		
			TOT		P8	74.06	64,165.74	84,975.71		
			TOT		N1		2,916.33CR	3,574.86CR		
			** JOB TOTALS **			373.60 **	377,751.26 **	448,808.90 **		
									STATE	
N FORK ASH CREEK BRIDGE	CONT NO 9500	X FA PROJ NOS RS	A559002 100							
	527	1006	201	00	P 1			48,145.49	82	83
	527	1006	206	00	N 1			73.90	83	83
	527	1006	296	00	N 9		229.92CR	50,319.27CR	82	84
	527	1006	297	00	N 9		229.92	3,229.92	82	84
	527	1006	298	00	N 9			47,089.35	82	84
	527	1006	900	00	P 1			2,712.16	82	83
	527	1006	920	00	P 1			34.18	82	82
	527	1006	940	00	P 1			1,115.41	82	84
	527	1006	941	00	P 1			288.54	82	83
	527	1006	942	00	P 1			397.17	82	83
	527	1006	944	00	P 1			78.94	82	83
	527	1006	945	00	P 1			76.91	82	83
	527	1006	946	00	P 1			467.25	82	83
	527	1006	948	00	P 1			22.65	82	84
	527	1006	985	00	P 1			62.69	82	83
			TOT		P1			53,401.39		
			TOT		N1			73.90		
			** JOB TOTALS **			**	**	53,475.29 **		

7727

```
2/04/87                                                     JOB COST SUMMARY
                                              E  SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
                                                     PAYROLL CHARGES ARE LOADED

                                                               CREW        MSA
               EA        SUBJOB    ACTIVITY   OBJ-DETAIL      NUMBER      FIELD

           C5261956       000        923         001           1091
           C5261956       000        923         001           1091

           C5261956       000        923         001

           C5261956       000        923

           C5261956       000

           C5261956       011        900         341           1000
           C5261956       011        900         341           1000

           C5261956       011        900         341

           C5261956       011        900

           C5261956       011        914         001           7700
           C5261956       011        914         001           7700

           C5261956       011        914         001

           C5261956       011        914

           C5261956       011        921         001           7114
           C5261956       011        921         001           7114

           C5261956       011        921         001           7200
           C5261956       011        921         001           7200

           C5261956       011        921         001

           C5261956       011        921

           C5261956       011

           C5261956
```

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

ETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	1091		.00	.00
	1091		.00	.00
			.00	.00
			.00	.00
			.00	.00
	1000		.00	342.19
	1000		.00	342.19
			.00	342.19
			.00	342.19
	7700		.00	.00
	7700		.00	.00
			.00	.00
			.00	.00
	7114		.00	.00
	7114		.00	.00
	7200		.00	.00
	7200		.00	.00
			.00	.00
			.00	.00
			.00	342.19
			.00	342.19

9722

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE Oregon

FEDERAL AID PROJECT NO. Post Final - RS-A662(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 5/17/82 To: 8/30/83

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	$51,900.63	$51,900.63	.8818	$45,765.98	$45,765.98	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ________________ *Authorized Officer* 1/14/87 *Date*

Acting Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $ ________________

Amount Approved $ ________________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	N.E. 148TH AVENUE - BLUE LAKE SECTION **COUNTY ROAD IN MULTNOMAH COUNTY**					
	Preliminary Engineering Type Code P.E.					
	Work by Multnomah County	All Required			$43,808.98	43,949.66
	State	All Required			7,853.57	
	Total Participating Preliminary Engineering				**$51,662.55**	
	Misc. Project Cost					
	Audit Expense	All Required			238.08	
	Total Participating Project Cost				**$51,900.63**	
	Multnomah County share of project cost	~~$2,610.61.~~ 2,589.11				
	Prepared based on Participating Cost as shown on the Federal Billing as of 1/15/87.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS   JUNE 1985

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
GATEWAY TRAFFIC SIG INTER	CONT NO * FA PROJ NOS X10 000C020 100								STATE
	526	1955 296	00	N	9			3,766.21CP	
	526	1955 298	00	N	9			3,766.21	
	526	1955 901	00	P	1			259.55	
	526	1955 905	00	P	1			[illegible]	
	526	1955 910	00	P	1			[illegible]	
	526	1955 911	00	P	1			1,571.05	
	526	1955 915	00	P	1			403.12	
	526	1955 920	00	P	1			200.97	
	526	1955 921	00	P	1			1,663.33	
	526	1955 922	00	P	1			21.56	
		TOT		P1				4,430.83	
		** JOB TOTALS **				**	**	4,430.83 **	
NE 148 AVE-BLUE LAKE ROAD	CONT NO * FA PROJ NOS RS A662002 100								STATE
	526	1956 294	00	N	1			2,567.62CP	
	526	1956 296	00	N	9		1,283.81	45,9[illegible]CP	
	526	1956 297	00	N	9		1,283.81CP	477.66	
	526	1956 298	00	N	9			45,445.28	
	526	1956 901	00	P	1			1,369.07	← 342.19
	526	1956 903	00	P	1			43,445.30	
	526	1956 905	00	P	1			1,270.[illegible]	
	526	1956 910	00	P	1			1,461.00	
	526	1956 911	00	P	1			97.95	
	526	1956 913	00	P	1			150.91	
	526	1956 914	00	P	1			19.19	
	526	1956 915	00	P	1			238.03	
	526	1956 920	00	P	1			283.41	
	526	1956 921	00	P	1			1,[illegible]	
	526	1956 922	00	P	1			23.28	
	526	1956 923	00	P	1			91.50	
	526	1956 932	00	P	1			40.32	
	526	1956 933	00	P	1			1,313.37	
		TOT		P1				51,576.95	
		TOT		N1				2,567.62CP	
		** JOB TOTALS **				**	**	48,969.33 **	
SPTC XING @ ROGERS ROAD	CONT NO * FA PROJ NOS RRS A557002 100								STATE
	527	1968 296	00	N	9		93.39CP	933.91CP	
	527	1968 298	00	N	9			340.52	
	527	1968 299	00	N	9		93.39	93.39	
	527	1968 901	00	P	1			445.39	
	527	1968 905	00	P	1			[illegible]	
	527	1968 914	00	P	1			200.13	
	527	1968 920	00	P	1			15.57	
	527	1968 932	00	P	1			[illegible]	

```
REPORT NO: FMBL003-1                                OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE 277
SEQ: FEDERAL APPROPRIATION, FEDERAL                    FINANCIAL MANAGEMENT SYSTEM                                RUN 01/28/87 21:48
     PROJECT, AGREEMENT, EA-SUBJOB                     OREGON STATE HIGHWAY DIVISION
                                                          FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 075

 AGREEMENT          TOTAL COSTS      AMOUNT       --PARTICIPATION--     AGREEMENT        FEDERAL    -ADJUSTMENT-         VOUCHER
  EA/SUBJOB           TO DATE     PREV CLAIMED     AMOUNT   PERCENT       AMOUNT          SHARE     AMOUNT  CODE          AMOUNT
FEDERAL PROJECT: RS  -A642-002
*******************************

 F04333
   C10323  -000        8,049.24       6,016.44      8,049.24
   C10323  -001            9.00            .00           .00
   C10323  -010       78,967.63            .00           .00
   C10323  -011      317,267.76     248,428.04    304,125.91

 AGREEMENT TOTALS    404,293.63     254,444.48    312,175.15  81.77    536,200.00     255,265.62       .00             821.14

FED PROJ TOTALS      404,293.63     254,444.48    312,175.15           536,200.00     255,265.62       .00             821.14
FEDERAL PROJECT: RS  -A662-002
*******************************

 F03053
   C5261956-000             .00            .00           .00
   C5261956-010             .00            .00           .00
   C5261956-011       51,900.63      45,765.98     51,900.63

 AGREEMENT TOTALS     51,900.63      45,765.98     51,900.63  88.18     45,765.98      45,765.98       .00               .00

FED PROJ TOTALS       51,900.63      45,765.98     51,900.63            45,765.98      45,765.98       .00               .00
FEDERAL PROJECT: RS  -A673-001
*******************************

 F03122
   C5341958-000        9,216.49       8,956.19      9,216.49
   C5341958-001           45.56            .00           .00
   C5341958-011       32,006.09      27,360.53     32,006.09

 AGREEMENT TOTALS     41,268.14      36,316.72     41,222.58  88.15    104,325.00      36,337.70       .00             20.98

FED PROJ TOTALS       41,268.14      36,316.72     41,222.58           104,325.00      36,337.70       .00             20.98
FEDERAL PROJECT: RS  -A685-001
*******************************

 F03124
   C5341970-020          586.66            .00           .00
   C5341970-021       45,404.61      38,943.53     45,404.61
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97[illegible]

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 8 156	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER		Project Number SR ~~RS~~-BWRS-A662(3)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 3, 19 83.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 470,950	$ 477,115
	104,086	104,086 "B61"
Federal funds	$ 323,390	$ 328,824.04 (079)
Other revisions		

This modification is made for the following reasons: To utilize funds released by final voucher on SRB 712(1) and to be applied to overrun on SR A662(3).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Root

for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burron
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 22, 1986

FEDERAL AID PROJECT NO. ~~RS~~ SR-BWRS-A662(3)

N.E. 148TH AVE.-BLUE LAKE RD. SECTION
COUNTY ROAD
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y052
INDEPENDENT BIKEWAY (STA. 464+40 TO STA. 571+50)

Total as on estimate of October 3, 1983 $ 104,086.00

TYPE CODE I000
ROADWAY (STA. 571+50 TO STA. 629+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 15.00	400	$ 6,000.00	524	$ 7,860.00
Watering M-Gal.	13.50	56	756.00	374.81	5,060.00
			$ 6,756.00		$12,920.00

Increase $ 6,164.00
Subtotal from estimate of Oct. 3, 1983 323,228.45
Subtotal $ 329,392.45
Engineering 43,635.55
Total $ 373,028.00

Length of Project -- Roadway -- 1.098 mi.
-- Bikeway -- 2.029 mi.
Total 3.127 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Bikeway B61 (100%)	$ 104,086.00	$ 104,086.00	$ ---	$ ---
Roadway 079 (88.15%)	373,028.00	328,824.04	22,102.50	22,102.46
Total	$ 477,115.00	$ 432,910.04	$ 22,102.50	$ 22,102.46

Group 1: 78%; Group 8: 22%
Contract No. 9722
Prefix: 526-1959
Prefix: C09722
RLC:bkb

N.E. 148TH AVE.-BLUE LAKE RD. SECTION

NONPARTICIPATING WORK

Single Mailbox Supports	5 Each	100.00	$ 500.00

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-53 + 54	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County MULTNOMAH Project No. RS-BWRS-A662(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. 148th Ave.-Blue Lake Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-31-83	3.127

OTHER *(Specify)*

FUNDS PRO RATA 100.0% & 88.15%

ESTIMATED TOTAL COST OF PROJECT		FEDERAL FUNDS	
$104,086.00	(B61)	$ 104,086	(B61)
$ 366,864.00	(079)	$ 323,390	(079)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for ~~Manager~~, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible] 3 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 3, 1983

FEDERAL AID PROJECT NO. RS-BWRS-A662(3)

N.E. 148TH AVE.-BLUE LAKE RD. SECTION
COUNTY ROAD IN MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y052
INDEPENDENT BIKEWAY (Sta. 464+40 to Sta. 571+50)

Mobilization	(20%)	All Required		$ 1,500.00
Temporary Protection and Direction of Traffic	(20%)	All Required		600.00
Temporary Signs	49	Sq. Ft.	12.00	588.00
Temporary Barricades	2	Each	25.00	50.00
Flagmen	100	Hour	15.00	1,500.00
General Excavation	2,669	Cu. Yd.	6.85	18,282.65
1"-0 Aggregate Base	3,764	Ton	6.95	26,159.80
Watering	64	M-Gal.	13.50	864.00
Class "C" Asphalt Concrete Mixture	1,424	Ton	16.86	24,008.64
Asphalt Cement in Mixture	81	Ton	158.00	12,798.00
				$ 86,351.09

ANTICIPATED ITEMS

Bikeway Signs	(50%)	All Required	$ 3,355.00
Bikeway Striping and Legend	(65%)	All Required	1,852.50
Padlock & Keys for Ballards			50.00
			$ 5,355.00
		SUBTOTAL	$ 91,706.09
		Engineering	12,379.91
		TOTAL	$104,086.00

TYPE CODE I000
ROADWAY (Sta. 571+50 to Sta. 629+50)

Mobilization	(80%)	All Required		$ 6,000.00
Temporary Protection and Direction of Traffic	(80%)	All Required		2,400.00
Temporary Signs	195	Sq. Ft.	12.00	2,340.00
Temporary Barricades	8	Each	25.00	200.00
Flagmen	400	Hour	15.00	6,000.00
General Excavation	1,639	Cu. Yd.	6.85	11,227.15
1"-0 Aggregate Base	3,280	Ton	6.95	22,796.00
Watering	56	M-Gal.	13.50	756.00
Cement Treated Base	24,489	Sq. Yd.	1.30	31,835.70
Cement for Treated Base	807	Ton	63.00	50,841.00

Asphalt in Chip Seal	35	Ton	232.00	8,120.00
Aggregate in Chip Seal	213	Ton	20.00	4,260.00
Class "B" Asphalt Concrete Mixture	2,902	Ton	16.86	48,927.72
Class "C" Asphalt Concrete Mixture	2,933	Ton	16.86	49,450.38
Asphalt Cement in Mixture	362	Ton	158.00	57,196.00
Asphalt in Tack Coat	5	Ton	275.00	1,375.00
Setting Monument Boxes	12	Each	125.00	1,500.00
Guard Rail, Type 2A	340	Lin. Ft.	17.75	6,035.00
Guard Rail Anchors, Type 1	6	Each	330.00	1,980.00
Guard Rail End Pieces, Type C	6	Each	85.00	510.00
Extra for Asphalt Approaches	10	Each	300.00	3,000.00
Delineators, Type 2	44	Each	19.00	836.00
Ballards	6	Each	190.00	1,140.00
				$318,725.95

ANTICIPATED ITEMS

Bikeway Signs	(50%)	All Required	$ 3,355.00
Bikeway Stripping & Legend	(35%)	All Required	997.50
Permanent Pavement Striping		All Required	150.00
			$ 4,502.50
		SUBTOTAL	$323,228.45
		Engineering	43,635.55
		TOTAL	$366,864.00

Length of Project ---------- Roadway ------- 1.098 miles
---------- Bikeway ------- 2.029 miles
TOTAL 3.127 miles

Cost of Roadway per mile ------------------ $334,120.22

SUMMARY OF FUNDS

DESCRIPTION			TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Bikeway	B61	(100%)	$104,086	$104,086	$ ---	$ ---
Roadway	079	(88.15%)	366,864	323,390	21,737	21,737
	TOTAL		$470,950	$427,476	$21,737	$21,737

Group 1: 78%; Group 8: 22%
Contract No. 9722
Prefix: 526-1959
Prefix: 526-1067

DRH:pf

N.E. 148TH AVE.-BLUE LAKE RD. SECTION

NONPARTICIPATING WORK

Single Mailbox Supports	5 Each	100.00	$ 500.00

jc cc: OSHD (Rulien) #9722 STATE COPY

9722

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

12 - 86

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT MAR 12 '86	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. SR-BWRS-A662(3)
COMPLETION DATE (Actual) 8-29-84	ACCEPTANCE DATE BY CONRTACT AGENCY 8-12-85	TIME ELAPSED 119 %	CONTRACT TIME 180 CWD

LOCATION

NE 148th Ave.-Blue Lake Rd. Section of NE Marine Drive

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of bicycle path grading, aggregate base and asphalt concrete surfacing.
   B. Construction of roadbed grading, cement treated base and asphalt pavement.
   B. Construction of guard rail.
   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Porter W. Yett Co.

3. Contract Amount: $ 388,258.94

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 13 '86
REFER TO
FOR

Cg

6/18

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9722

November 21, 1985

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9722

On August 27, 1985, we wrote to you concerning release of final payment on Contract No. 9722 awarded to Porter W. Yett Company for work on the N.E. 148th Ave.-Blue Lake Road Section of the N.E. Marine Drive in Multnomah County.

Final payment on this contract is $7,622.94 and the total contract amount is $388,258.94. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Porter W. Yett Company
6500 N.E. Ainsworth
Portland, OR 97218

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

FKN:arc

NOTED ON CARD
11-21-85 ac

91

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1984

In Reply Refer to
File No.

Porter W. Yett Co.
5949 NE Cully Blvd.
Portland, OR 97218

Time Extension Request
NE 148th Ave.-Blue Lake Road
Contact No. 9722
FAP No. SR-BWRS-A662(3)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested 33 additional calendar workdays to restore contract time charged from October 29 to December 1, 1983, during which time period the project was under a verbal suspension of work ordered by the Project Manager. This portion of your request is granted.

You also requested additional time from March 1 to April 30, 1984 due to "weather conditions that aggravated soft subgrade conditions in the bike path and hindered cement stabilization and chip sealing the main roadway". A careful review of historic weather data for this area indicates that weather conditions during the period of March 1 to April 30, 1984 were "reasonably predictable" and this portion of your request is denied in accord with Section 108.09 of the contract Standard Specifications.

The adjusted contract time of completion for this project is 213 calendar workdays. There remains 2 calendar workdays of liquidated damages under this contract. Should you wish further review of this matter, or to submit additional data, please contact Project Manager R. J. Westrup.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc:	C. O. Fredrickson	
	Al Harwood	w/att.
	Mike Smith	w/att.
	R. J. Westrup	w/att.
	FHWA	w/att.
	Bruce Walton	

TE/94

Form 734-3122

~~STATE~~ OF OREGON   INTEROFFICE MEMO

MARION CRAFT
Metro Region Construction Engineer   DATE: August 14, 1984

M Smith

OM: M. B. SMITH
Liaison Consultant

JECT: Contractor's Request for Adjustment of Contract Time
NE 148th Ave.-Blue Lake Road
Contract 9722

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
CA___ AUG 23 1984 FE___
CAM___ MA___
CP___ CONSTRUCTION OCS___
CEO___ SECTION FILE___

B. Jackman

I have reviewed the attached "Contractor's Request for Adjustment of Contract Time", along with the Project Manager's recommendation. I concur with the Project Manager's recommendation of granting a 30-day time extension for the month of November, 1983.

The overall rainfall average for March and April 1984 was not abnormal when compared with the previous 10-year average. The County feels quite strong about granting time for March and April, 1984, however, I feel that the County Project Manager is being overly generous in granting 61 additional days of time extension. Based on the following computations, some additional days could be granted.

Average rainfall for March, 1984 = 0.1029 in/day
Average rainfall for April, 1984 = 0.107 in/day
0.2099 in/day

0.2099/2 = 0.10495 in/day for March and April, 1984

Average rainfall for March, previous 10 years = 0.1102 in/day
Average rainfall for April, previous 10 years = 0.078 in/day
0.1882 in/day

0.1882/2 = 0.0941 in/day for March and April, previous 10 years

Using the greater of the two average rainfalls (0.10495 in/day, round to 0.11 in/day) allow a day for each day during March and April, 1984, that the rainfall exceeds 0.11 inches per day. This would grant the contractor 13 days in March and six days in April.

In summary, I would recommend granting additional days as follows:

November, 1983	30 days
March, 1984	13 days
April, 1984	6 days
Total	49 Additional Days

MBS/cp

[illegible]
Contractor to not start work until after 1-1-84 but contract time was charged from 10-24 to 12-1-83. This was, in fact, a stop work order and time count should have stopped. I recommend 33 c.w.d. be granted for this period. No time should be granted for March-April rain.

cc: Bryant Jackman with original attachments + 1 copy

I agree with Mike's analysis - recommend we grant the 49 days.
Marion Craft

9722

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION N.E. 148th Ave. to Blue Lake Road	WEEK ENDING August 11, 1984	SECTION PREFIX 526-1067
HIGHWAY N.E. Marine Drive	COUNTY Multnomah	
NAME OF JOB N.E. Marine Drive	KIND OF WORK Grading, Rocking, and Paving	
CONTRACTOR Porter W. Yett Co.	CONTRACT NUMBER 9722	FEDERAL AID PROJECT NUMBER SR-BWRS-A622 (3)
DATE OF CONTRACT October 18, 1983	DATE WORK STARTED October 29, 1983	ESTIMATED COMPLETION DATE July 25, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 180 CWD	CALENDAR DAYS USED 197 CWD
PROJECT AUTHORIZATION: $471,407.54	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 109.4%
EXCLUSIVE OF ENGINEERING: $434,027.21	ENGINEERING AUTHORIZATION $37,380.33	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 25.6%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $434,027.21	ENGINEERING COST TO DATE $21,480.44	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 23.6%
ESTIMATED PERCENT: OVERRUN UNDERRUN ______%	PERCENT OF AUTHORIZATION 57.5 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	C.T.B.	
100%	0.0%	57%	0.0%	0.0%		99%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.8	1.1			1.1
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,308 cu.yd.	807 tons			4,357 tons
TOTAL QUANTITIES CORRECTED TO DATE	4,308 cu.yd.	807 tons			4,357 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,465 cu.yd.	674 tons			0
AVERAGE DAILY QUANTITIES	125 cu.yd.	52 tons			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Sunny	1		
MONDAY 6	Sunny	1		
TUESDAY 7	Sunny	1		
WEDNESDAY 8	Sunny	1		
THURSDAY 9	Sunny	1		
FRIDAY 10	Sunny	1		
SATURDAY 11	Partially Cloudy	1		

CE F CAE RECEIVED LS TC
COE A CM SA CC
CA AUG 15 1984 FE
CAH MA
CP CONSTRUCTION QCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No Work Performed
MONDAY 6	Contractor placing 1"-0" Rock from sta. 511+50 to 551+81.
TUESDAY 7	Contractor placing rock; from sta. 464+50 to 551+81.
WEDNESDAY 8	Fine grading bike path; from sta. 464+08 to sta. 551+81.
THURSDAY 9	Completed bike path sub-grade at Blue Lake Road.
FRIDAY 10	Contractor working on repairs to chip seal. All bad areas repaired but mat is deteriorated very fast due to heat and heavy truck traffic.
SATURDAY 11	No Work Performed.

REMARKS

SIGNED Richard Westrup LOCATION Portland

Richard Westrup

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

526-1956

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building
Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-A662(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 5-17-82 To: 8-30-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
48,969.33	51,536.95	.8818	45,445.28	45,445.28	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 4/18/84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	NE 148th Ave-Blue Lake Section County Road in Multnomah County					
	Preliminary Engineering Type Code PE					
	Work by Multnomah County	All Required			$43,445.30	
	State	All Required			7,853.57	
	Total Participating Preliminary Engineering				51,298.87	
	Misc. Project Cost					
	Audit Expense	All Required			238.08	
	Total Participating Project Cost				51,536.95	
	Non Participating Project Cost					
	Multnomah County share of project cost	All Required			(2,567.62)	
	Total Project Cost				$48,969.33	
	Prepared based on Participating cost as shown on the Federal Billing as of 4-26-84					
	AMOUNT CARRIED FORWARD					

B01
BILLING NUMBER 45

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/31/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
525-1971	1#	RS -B564-002 APPR-075	18,650.36	21,150.33	21,150.33	88.18	18,650.36	18,650.36		
526-1954	1	RS -A662-001 APPR-075	47,170.00	31,369.83	33,317.52	85.77	28,576.44	28,576.44		
526-1955	1#	X10 -000C-020 APPR-772	3,766.21	4,430.83	4,430.83	85.00	3,766.21	3,766.21		
526-1956	1#	RS -A662-002 APPR-075	45,445.28	48,969.33	51,536.95	88.18	45,445.28	45,445.28		
527-1968	1	RRS -A557-002 APPR-138	840.52	933.91	933.91	90.00	840.52	840.52		
527-1969	1#	RS -A515-001 APPR-075	17,206.36	19,519.41	19,519.41	88.15	17,206.36	17,206.36		
527-1979	1#	RS -A559-001 APPR-075	8,183.75	9,300.50	9,280.73	88.18	8,183.75	8,183.75		
527-1988	1#	RS -A549-001 APPR-075	20,204.49	22,920.58	22,920.58	88.15	20,204.49	20,204.49		
527-1991	1	RS -A549-003 APPR-075	24,500.00	96.20	96.20	88.15	84.80	84.80		
527-1992	1	RS -A541-001 APPR-075	25,386.00			88.15				
527-1993	1	RS -A541-002 APPR-075	25,386.00			88.15				
528-1961	1#	RS -B443-001 APPR-075	14,646.28	16,615.18	16,615.18	88.15	14,646.28	14,646.28		
528-1963	1	RS -B440-001 APPR-075	3,348.00	2,519.15	2,519.15	88.15	2,220.63	2,220.63		
529-1984	1#	BRS -A722-001 APPR-114	34,282.10	42,852.63	42,852.63	80.00	34,282.10	34,282.10		
529-1987	1	BROS-2900-004 APPR-114				80.00				
529-1989	1	BRS -A727-003 APPR-114	14,800.00	13,225.65	13,225.65	80.00	10,580.52	8,180.52		2,400.00
529-1990	1	BRS -A720-001 APPR-118	48,800.00	92.55	92.55	80.00	74.04	74.04		
529-1993	1	RS -9713-001 APPR-075	55,974.00	7.59	7.59	88.15	6.69	6.69		
530-1957	1	HES -000S-001 APPR-141	900.00	148.59	148.59	90.00	133.73	133.73		
530-1960	1	RS -B571-002 APPR-075	31,514.00	39,801.22	39,710.84	88.15	35,005.11	31,514.00	3,491.11 B	
530-1978	1	RRS -B573-001 APPR-138	1,800.00	353.03	353.03	90.00	317.73	317.73		
530-1980	1	RRS -B572-001 APPR-138	1,800.00			90.00				
530-1981	1	RRS -B574-002 APPR-138	1,800.00	17.40	17.40	90.00	15.66	[illegible].66		
530-1982	1	RRS -B574-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
530-1985	1	BRS -B573-002 APPR-114	20,800.00	7,015.77	6,999.38	80.00	5,599.50	5,591.94		7.56
530-1990	1	BRS -B596-001 APPR-118	25,920.00	5,574.39	5,574.39	80.00	4,459.51	4,437.11		22.40

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                               APRIL 1984       PAGE  825
                                                                          FISCAL        GRAND TOTAL
     DESCRIPTION             PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE     TO DATE
                          526   1955     298      00 N 9                                  1,766.21
                          526   1955     901      00 P 1                                    259.55
                          526   1955     905      00 P 1                                     32.19
                          526   1955     910      00 P 1                                    273.00
                          526   1955     911      00 P 1                                  1,571.05
                          526   1955     915      00 P 1                                    409.18
                          526   1955     920      00 P 1                                    200.97
                          526   1955     921      00 P 1                                  1,663.33
                          526   1955     922      00 P 1                                     21.56
                                         TOT      P1                                      4,430.83
                                   ** JOB TOTALS **             **              **        4,430.83  **

NE 148 AVE-BLUE LAKE ROAD   CONT NO    * FA PROJ NOS RS  A662002 100                                    STATE
                          526   1956     294      00 N 1                    2,567.62CR    2,567.62CR
                          526   1956     296      00 N 9      263.93CR     44,241.90CR   47,206.75CR
                          526   1956     [illegible] 00 N 9   [illegible]  [illegible]   [illegible]
                          526   1956     297      00 N 9      255.66        1,761.47      1,761.47
                          526   1956     298      00 N 9        8.27       42,480.43     45,445.28
                          526   1956     901      00 P 1                      581.05      1,369.07
                          526   1956     903      00 P 1                   43,445.30     43,445.30
                          526   1956     905      00 P 1                      809.42      1,230.32
                          526   1956     910      00 P 1                                  1,461.00
                          526   1956     911      00 P 1                                     97.95
                          526   1956     913      00 P 1                      150.91        150.91
                          526   1956     914      00 P 1                       19.19         19.19
                          526   1956     915      00 P 1                      238.08        238.08
                          526   1956     920      00 P 1                      249.56        283.41
                          526   1956     921      00 P 1                    1,772.74      1,772.74
                          526   1956     922      00 P 1                       23.28         23.28
                          526   1956     923      00 P 1                       91.50         91.50
                          526   1956     932      00 P 1                       40.33         40.33
                          526   1956     933      00 P 1                      296.38      1,313.87
                                         TOT      P1                       47,717.74     51,536.95
                                         TOT      N1                        2,567.62CR    2,567.62CR
                                   ** JOB TOTALS **             **         45,150.12  **  48,969.33  **

SPTC XING @ ROGERS ROAD     CONT NO      FA PROJ NOS RRS A557002 100                                    STATE
                          527   1968     296      00 N 9                      401.27CR      840.52CR
                          527   1968     298      00 N 9                      401.27        840.52
                          527   1968     901      00 P 1                      445.99        445.99
                          527   1968     905      00 P 1                                     71.40
                          527   1968     914      00 P 1                                    300.18
                          527   1968     920      00 P 1                                     15.53
                          527   1968     932      00 P 1                                    100.81
                                         TOT      P1                          445.99        933.91
                                   ** JOB TOTALS **             **            445.99  **    933.91  **

SOAP CREEK BRIDGE           CONT NO    * FA PROJ NOS RS  A515001 100                                    STATE
                          527   1969     296      00 N 9                    1,156.52CR   18,362.88CR
```

F

DATE: April 4, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
SR-BWRS-A662(3)

Contract 9722, Work Started January 27, 1984

Project NE 148th Ave.-Blue Lake Rd.

Highway NE Marine Drive

County Multnomah

BMW:mk

cc: B. M. Walton

CPC/FL3

9722

nig cc: OSHD (Coul r)

U. S. DEPARTMENT OF TRANSPORT..TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SR-BWRS-A662(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20080

2 / 84

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-9-83

8. FEDERAL ROUTE NUMBER Secondary A662

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: NE. 148th Avenue - Blue Lake Road

11. GENERAL DESCRIPTION OF WORK Permanent Pavement Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible] PRICE AND OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of November 9, 1983, as requested in Mr. Keasey's letter of January 26, 1984 as being cost-effective for the use of Multnomah County forces to proceed with the above work. State Force Order No. 1, representing work to be performed by Multnomah County Forces, is approved for a TEC of $150.00; Federal Funds $128.00.

RECEIVED
STATE HWY ENGR
FEB 10 '84
orig. to
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 2-1-84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9722

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SR-BWRS-A662(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

1-16-84

4. PROGRAM NO.

5. ITEM NO. 20080

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-9-83	8. FEDERAL ROUTE NUMBER Secondary A662	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
NE. 148th AVENUE - BLUE LAKE SECTION

11. GENERAL DESCRIPTION OF WORK
Bikeway striping and legends

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of November 9, 1983, as requested in Mr. Keasey's January 9, 1984 letter as being cost-effective for the use of Multnomah County forces to proceed with the above work. State Force Order No. 3 representing work to be performed by Multnomah County Forces is approved for a TEC of $2,850 Federal Funds (Appn Code B61).

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

orig. to
1/24

14. DATE 1-16-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9722

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SR-BWRS-A662(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20080

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-9-83

8. FEDERAL ROUTE NUMBER Secondary A662

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
NE. 148th AVENUE - BLUE LAKE ROAD

11. GENERAL DESCRIPTION OF WORK
Bikeway Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of November 9, 1983, as requested in Mr. Keasey's January 9, 1984 letter as being cost-effective for the use of Multnomah County forces to proceed with the above work. State Force Order No. 2, representing work to be done by Multnomah County Forces, is approved for a TEC of $6,710 Federal Funds (Appn. Code B61).

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/24

14. DATE 1-16-84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9722

October 31, 1983

Porter W. Yett Company
6500 N.E. Ainsworth
Portland, OR 97218

CON 5
#9722

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9722 for work on the N.E. 148th Avenue-Blue Lake Road Section of N.E. Marine Drive in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Mike Smith
Larry Nicholas, Multnomah County

STEVEN P. YETT

Phone 282-3251

PORTER W. YETT COMPANY

Contractors

6500 N.E. AINSWORTH ST.

PORTLAND, OREGON 97218

September 23, 1983

State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attn: Mr. Robert Gormsen

Subject: D.B.E. Participation #9722
N. E. 148th Ave.-Blue Lake Rd.
(N.E.Marine Drive, Multnomah County)

Gentlemen:

We wish to advise your office that we will use Arrow Bros. Corp. on the above noted project to attain our assigned contract goal. Following is a list of the items and unit prices that we will have Arrow Bros. Corp. complete:

Item No. and Description		Unit Price	Total
18. Guard rail, Type 2A	340 lin. ft.	$ 17.75	$ 6,035.00
19. Guard rail anchors, Type 1	6 each	330.00	1,980.00
20. Guard rail end pieces, Type C	6 each	85.00	510.00
22. Single mailbox supports	5 each	100.00	500.00
23. Delineators, Type 2	44 each	19.00	836.00
24. Bollards	6 each	190.00	1,140.00
			$11,001.00

Please advise our office if additional information is needed.

Very truly yours,
Porter W. Yett Company

Steven P. Yett

Steven P. Yett, President

RECEIVED
SEP 26 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

RECEIVED
SEP 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9722

4

September 27, 1983

Mr. Larry Nicholas
County Engineer
2115 S.E. Morrison
Portland, OR 97214

Dear Mr. Nicholas:

On September 22, 1983, the Highway Division received a satisfactory bid from Porter W. Yett Company, 6500 N.E. Ainsworth St., Portland, OR 97218 for the N.E. 148th Ave.-Blue Lake Road Section on Marine Drive FAS A662. This is an FAS-C project #SR-BWRS-A662(3). Based upon the contractor's bid the county's advance deposit will be:

Contractor's bid	$ 405,577.04
Padlocks and Keys for Bollards	50.00
Permanent Pavement Striping	150.00
Permanent Signing	6,710.00
Permanent Striping & Legend	2,850.00
Contingencies (4-1/2%)	18,690.17
Engineering - State (County engineering not included)	4,000.00
Total	$438,027.21
Est. P.E. (State) (County engineering not included)	4,400.00
Total project costs	$442,427.21

Rec'd 10-18-83
Award Contract
Informed Jon Rose

County's share of costs is 6% of $442,427.21 = $26,545.63

By rounding, the county advance deposit will be $26,500.00

We will award the contract as soon as we receive the county's advance deposit, which should be in this office by Oct. 14, 1983.

Would you please submit your advance deposit by using one of the three methods on the attached sheet.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

for Gary A. Potter, Manager
Program Section

HR:md
Attachment

bcc: w/AD #83-84: Jon Rose
V. E. Skoog - Please return completed AD #83-84 when the advance deposit is received.

9722 rll

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
SR-BWRS-A662(3)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20080

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
9/21/83

8. FEDERAL ROUTE NUMBER
Secondary A662

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
NE 148th Avenue - Blue Lake Road Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 9/19/83 I approve the program change as follows:

1) Appn Code ---------------- Change to read 079 & B61.
2) Project No. -------------- Change to SR-BWRS-A662(3).
3) Class of Federal Funds --- Add Secondary System 3R

Type Code	Appn Code	Total Cost	Federal Funds
I000	079	$404,200.00	$356,300.00
Y052	B61	101,000.00	101,000.00
Total		$505,200.00	$457,300.00

RECEIVED
STATE HWY ENGR
SEP 26 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
9/29

14. DATE
9/21/83

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9722

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: September 19, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan
Project Unit Engineer

Subject: Program Change
Item No. 20080
Project No. RS-BWRS-A662(3)
N.E. 148th Ave.-Blue Lake Rd. Sec.
N.E. Marine Drive
Multnomah County

I request your approval of a program change on the subject project to utilize Secondary System resurfacing funds (Appn 079) for the roadway work in place of Appn Code 075 funds. This change will require the following revisions in project data:

1) Appn Code ---------------- Change to read 079 & B61.
2) Project No. -------------- Change to SR-BWRS-A662(3).
3) Class of Federal Funds --- Add Secondary System 3R

Type Code	Appn Code	Total Cost	Federal Funds
I000	079	$404,200.00	$ 356,300.00
Y052	B61	101,000.00	101,000.00
Total		$505,200.00	$ 457,300.00

I further request approval of this change prior to September 30, 1983 to prevent lapse of 079 funds.

CL:bkb
cc: H. Reynoldson ✓
J. Peterson
General Files

[illegible] CTION
PROJECT UNIT
[illegible] REYNOLDSON
FOR

Form 734-3122

972 5

nig

U. S. DEPARTMENT OF TRANSPORTA..ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-BWRS-A662(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 20080

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-31-83
8. FEDERAL ROUTE NUMBER Secondary A662
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

NE. 148th AVENUE - BLUE LAKE SECTION

11. GENERAL DESCRIPTION OF WORK

Grade, Drain, Pave, and Bikeway

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of August 29, 1983 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $505,200; Federal Funds $457,300 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. J. B. Boyd's dated August 25, 1983 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
SEP 7 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 8-31-83
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9722

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

August 22, 1983

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Project Unit Engineer

SUBJECT: Project Data Submission
Item No. 20080
Project No. RS-BWRS-A662(3)
N.E. 148th Ave.-Blue Lake Rd. Section
Multnomah County

Attached data consists of PR-1 forms with project maps, copy of Susie Chancey Office Memorandum with attachments dated August 4, 1983, copy of Resolution PC 12-78, copy of Multnomah County Bikeway Corridor Concept Plan adopted August, 1978 and copy of Multnomah County Ordinance No. 172.

It is Oregon State Highway Division's present intention to receive bids for this project on September 22, 1983.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Jon Rose, Metro Region
Robin Brooks, Metro Region
H. Reynoldson, w/attachment
General Files

734-1839

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	8-22-83

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 5. 2 mi. W. of Troutdale WCL, E	ADT	PRESENT 10,000	FUTURE - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H-T Pave & Bikeway	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) RS-BWRS-	NUMBER A662	SEQ. NO. (3)	

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Multnomah				CODE 051
	NAME OF URBAN AREA - - - -	ROUTE NO. S	FEDERAL-AID A662	STATE Co. Rd.	U.S. - - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	50		(54) (58)	(60) (66)	(67) (79)		
5					PE							
5					ROW							
5					CONST (CODE) I000 Y052		"NE 148th Ave.-Blue Lake Rd. Section" B61 075	0.00* 1.098	110,000 395,000	110,000 (100%) 348,190 (88.15%)	23,405	23,405
CARD 1	CODE 1		PREPARED BY DRH				PROJECT TOTALS	1.098	505,000	458,190	23,405	23,405
1	14		PROGRAM APPROVAL DATES						(16) (23)	(24) (33)	REMARKS	

* 2.029 mi. Bikeway
1.098 mi. 2-lane Roadway
3.127 mi. Total Project

REMARKS
Additional Data: Item No. 20080; Pro
RS-A662(2).

526-1956

USCOMM-D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

Form PR-1
(Rev. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

8-22-83

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 5. 2 mi. W. of Troutdale WCL, E		10,000	- - -	- -	10	Oregon	41	075 B61	20080

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
, H-T Pave & Bikeway								RS-BWRS-	A662	(3)		

AL FUNDS	COUNTY NAME	CODE
Rural Secondary	Multnomah	051

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
- - - -	S	A662	Co. Rd.	- - -

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE)		"NE 148th Ave.-Blue Lake Rd. Section"						
	I000		B61	0.00*	110,000	110,000 (100%)			
	Y052		075	1.098	395,000	348,190 (88.15%)	23,405	23,405	
ARED BY DRH			PROJECT TOTALS	1.098	505,000	458,190	23,405	23,405	

RAM APPROVAL DATES

* 2.029 mi. Bikeway
1.098 mi. 2-lane Roadway
3.127 mi. Total Project

REMARKS

Additional Data: Item No. 20080; Project No. RS-A662(2).

-OVER-

USCOMM DUSCOMM-DC 40003-P61

N.E. 148th Ave.-Blue Lake Rd. Section

Remarks continued:

PROJECT DATA: Work under this project consists of 1) construct, on northside of Marine Drive, an independent bikeway on the westerly 1.65 miles of the project and on the westerly side of Blue Lake Rd. 0.07 miles requiring grade, drain and H-T pave; 2) place cement treated base on existing alignment and overlay with H-T pave on the easterly 1.1 mile; 3) Bikeway signing as required; 4) Utility adjustments as required; and 5) incidentals common to this type of project.

Data FOR FHWA 37's:

Type Code	Cost
I000	$395,000
Y052 (Independent Bikeway)	110,000

MAINTENANCE AND ACCOMMODATION OF UTILITIES: A State-County Agreement No. 7666 was executed June 18, 1982 to comply with Section 116, Title 23 USC and Paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively.

NOTE: This project is in Congressional District No. 3.

9722 8-18-83

F OREGON
TRANSPORTATION
WAY DIVISION

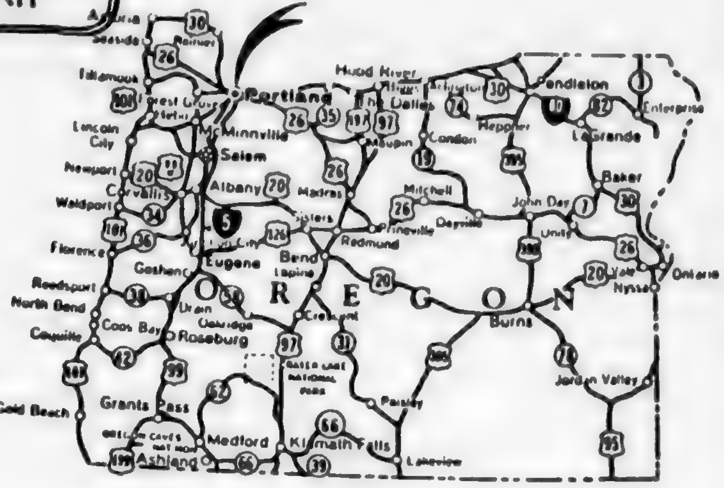
OPOSED PROJECT
CKING & PAVING
UE LAKE RD. SECTION
PINE DRIVE
AH COUNTY

verall length of Project 3.13 Mi.

N.E. ...th AVE. – BLUE LAKE RD. SECTION N.E. MARINE DRIVE MULTNOMAH COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAU-C

PRELIMINARY COPY
JUL 29 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT



APPROVED AS NOTED

Larry E. Nicholas

For MULTNOMAH COUNTY

Date 8/18/83

PRELIMINARY COPY
SUBJECT TO CHANGE

Date 8-18-83

From Metro Jon Rose

To Bue Swan

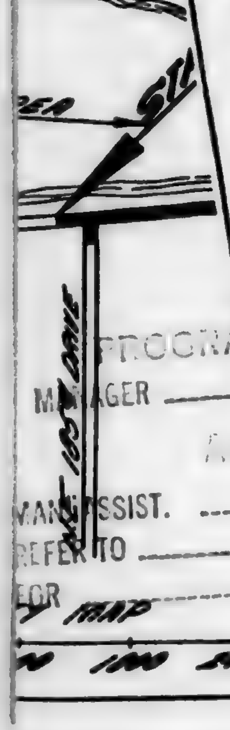
[✓ Proj. Mgmt.] Traffic Region I Accounting

Comment: The attached plans have been reviewed and approved by Multnomah. No revisions were requested.

Please note and advise Final Design.

Jon Rose

END PROJECT



PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
AUG 1983
MAN ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P. Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

PLANS PREPARED FOR
MULTNOMAH COUNTY
BY: MULTNOMAH COUNTY

REGISTERED PROFESSIONAL ENGINEER
LARRY E. NICHOLAS
Larry E. Nicholas

PLANS AND SPECIFICATIONS APPROVED BY:

______ TITLE ______ DATE ______

OREGON DEPARTMENT OF TRANSPORTATION CONCURRENCE

ASSISTANT STATE HIGHWAY ENGINEER ______ DATE ______

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER ______ DATE ______

9722

8-5-83

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 526
Multnomah Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-A662(2) Prefix 526-1956

Project Name N.E. 148th Ave. - Blue Lake Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 5th day of August, 1983.

County of Multnomah

Larry F. Nicholas
~~County Judge/Chairman~~
Larry F. Nicholas, P.E.
County Engineer
~~Commissioner~~

~~Commissioner~~

PROGRAM SECTION
MANAGER ____ PROJECT UNIT 5
AUG 24 1983
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO

Certified By:

Regional Right-of-Way Supervisor
Date 8/15/83

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

Road Design Section Des 16

Donald E. Fantz
Project Coordinator

Donald R. Adams, P.E.
Final Design Engineer

N.E. 148th Ave.-Blue Lake Rd.
N.E. Marine Drive
Multnomah County

June 29, 1983

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JUN 30 1983
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up
Action

Attached are prints of subject project. The following items are required:

1. Engineer's stamp and signature and approval signatures.
2. Sheet 2 - Dimensions on N.E. Marine Dr. Typical should read var. 19' - 22' & Var. 7' - 10'.
3. Sheet 3A - Type II barricades do not require amber flashers.

   Sheet 3C - Sign size is required.
4. Sheet 4 - Add bollard detail per letter from Multnomah County, dated 5-25-83. Is bicycle path alighnment needed? Add construction notes. Also, add revised earthwork bracket.
5. Sheets 5-13 - Add revisions to earthwork brackets per phone conversation with Richard Lulay of Multnomah County, 6-10-83.
6. Sheet 6 - Addition to bicycle path note per letter from Multnomah County, dated 5-25-83.
7. Sheet 10 - Add construction note for bicycle path bollard per letter from Multnomah County, 5-25-83.
8. Sheet 13 - Addition to guard rail construction note. (Anchors plus standard drawing reference)
9. Sheet 14 - Extg. 6" Irrigation pipe depth. Does it need to be adjusted?
10. Sheet 15 - Addition to guard rail construction notes. (Anchors plus standard drawing reference)

    Attached is copy of O.D.O.T. surfacing design recommendation. Please note base-type and thickness difference. Bicycle path has two base designs. Is this necessary?

Other suggested items not mentioned above are also shown in red on plans.

Enc.
cc: Fred Eriksen
DRA:mg

1727

HIGHWAY DIVISION - LOCATION UNIT

LOC 17
526-1956

May 24, 1983

Ed L. Hardt
Metro Region Engineer

Frank E. Terpin
Location Engineer

Plan Review
NE 148th Avenue-Blue Lake Rd Section
NE Marine Drive
Multnomah County

We have the following concerns regarding the bicycle facilities shown on the preliminary plans for the subject project:

(1) Bicyclists are signed off of Marine Drive onto a separated path at station 464+40 and back onto Marine Drive at station 551+50 even though adequate shoulder width is available on Marine Drive.

(2) The maneuvers described in (1) above require that the eastbound bicyclist cross lanes of high speed traffic.

(3) The maneuvers described in (1) above are unprotected except for signing and pavement legends.

(4) The maneuvers in (1) above occur at locations that are "mid-block," i.e., not at a highway intersection.

We believe the ingress and egress for the eastbound bicyclist are hazardous and the use of the separated path be optional.

FET:JG:ge

cc J. H. Versteeg
L. E. George

NOTED
J. GRASSMAN

A. L. Hansen

Don Adams ✓N
FAS A662

526-1 5

STATE OF OREGON

INTEROFFICE MEMO

TO: FRANK TERPIN
Location Engineer

DATE: May 11, 1983

FROM: Curtis H Duval
CURTIS H. DUVAL
Location Manager

SUBJECT: Northeast 148th to Northeast Blue Lake Road
Marine Drive

1 Versteeg ✓
Anderson 1
2 Adams
3 Liacnab SAm
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 13 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Here is a federal aid secondary highway system project designed by Multnomah County. Transmitted for preparation of contract documents are the following:

1. 1 set of mylar plan sheets
2. 1 set of prints of the project plans
3. Utility report (2 letters)
4. Engineer's estimate
5. Narrative report, including special provisions requested.

Minor comments from the Region review of this project are shown in red on the set of prints. The engineer's estimate does not include anticipated items of final striping and permanent signing to be done under State force order. It also does not include engineering and contingencies.

The project engineer for the county suggests that the special provisions from the Northeast 112th Ave. to the Northeast 148th Ave. section recently constructed would be acceptable with the changes outlined in the narrative report. One of the changes deals with the compaction of a cement treated base, which required a price agreement during the last contract. Another change deals with the type of material that can be placed in the fill on the river side of the dike. Quantities on the plans show that there is substantial excess material to the project and that selection of excavated material for this purpose is possible.

Easements from the Port of Portland for the construction of the bikeway West of 158th are now being negotiated. There is no additional right-of-way required for the project. The project estimate would be approximately $500,000 including the anticipated items and engineering contingencies. The County's intention is to borrow ahead on their FAS allocation for FY '84 and FY '85 to fund the project. Jon Rose checked with Program Management Section and found that funds are available. Multnomah County's allocation through FY '85 is more than adequate to fund the project.

REFERRED TO
1 Watson W Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

81-125-1387

May 11, 1983

As explained in the County's transmittal letter, the county engineer does not have his Oregon engineer stamp at this time. The title sheet will have to be returned for the engineer's stamp and signature at the time comments and revisions are transmitted for concurrence. If there are no major revisions necessary, the County prefers that ODOT make minor revisions and prepare this project for contract.

CHD:DEF:nm

Attachments

cc: E. L. Hardt
Don Adams ✓
J. D. McClure
Don Fantz

9722

S

June 22, 1982

Multnomah County Board of Commissioners
2115 S.E. Morrison
Portland, OR 97214

AGR 4-2

Attention: Oliver Domreis
County Engineer

MISC. CONTRACTS and
AGREEMENTS No. 7666

Gentlemen:

Attached for your files is a fully executed copy of a Preliminary Engineering and Construction-Finance Agreement for an FAS-C Project to construct the 148th Avenue-Blue Lake Road Section of Marine Drive.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

Highway N.E. Marine Drive Project Length [illegible]

County 9722 Multnomah Completion Time 531-84

Kind of Work Grading Rocking & Paving Est. Comp. Date 5-31-84

Prefix 526-1956-921 Letting Date Sept. 27, 1983 Project No. RS-RWRS-A662 (3)

Recv'd 8/12/83
@ 3:45 PM
JJ

ESTIMATED CONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ 435,378.90

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 8-17-83

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files

Industrial Engineers
Information Systems
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Policy & Planning
Project Management & Operations Planning

Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Eng.
Traffic Signal Unit
Traffic
Travel Information
Utilities
[✓ Metropolitan
Region Number 1]
District Number
Resident Engineer

ATTENTION: Jon Rose

FROM: L.P.U.

COMMENTS: Please inform the County

Form 731-0022 (8-81) SP*66790-734

. . . . 6710.00

. . . . 3000.00

$ 9710.00

Subtotal $ 445,088.90

Contingencies (4-1/2%) 20,028.98

Engineering (8, [✓ 9,] 10%) 40,057.96

Subtotal $

Credit for . . . . . .

Estimated Net Authorization, Construction . . . . $ 505,175.34

APPROVED County's share 6% of $505,175 = $30,310.50

Road Design Engineer

Rev. 11/81

Highway *N.E. Marine Drive* Project Length *3.13 miles*

County *Multnomah* Completion Time *5-31-84*

Kind of Work *Grading Rocking & Paving* Est. Comp. Date *5-31-84*

Prefix *526-1956-921* Letting Date *Sept. 27, 1983* Project No. *RS-8WPS-A662(3)*

Rec'd 8/12/83
@ 3:45 PM

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ $435{,}378^{40}$
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	6710^{00}	
Permanent Pavement Striping.	3000^{00}	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 9710^{00}
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
	Subtotal	$ $445{,}088^{40}$
Contingencies (4-1/2%)		$20{,}028^{98}$
Engineering (8, [✓ 9,] 10%)		$40{,}057^{96}$
	Subtotal	$
Credit for ______		
Estimated Net Authorization, Construction		$ $505{,}175^{34}$

APPROVED *County's share 6% of $505,175 = $30,310.50*

______
Road Design Engineer

Rev. 11/81

Highway N.E. Marine Drive Project Length 3.13 miles

County Multnomah Completion Time 531-84

Kind of Work Grading, Rocking & Paving Est. Comp. Date 5-31-84

Prefix 526-1956-921 Letting Date Sept. 27, 1983 Project No. RS-BWRS-A662 (3)

Recv'd 8/12/83
@ 3:45 PM JB

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 435,378.90
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	6710.00	
Permanent Pavement Striping.	3000.00	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 9710.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
Subtotal		$ 445,088.90
Contingencies (4-1/2%)		20,028.98
Engineering (8, [✓ 9,] 10%)		40,057.96
Subtotal		$
Credit for ______		
Estimated Net Authorization, Construction		$ 505,175.34

APPROVED

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section N.E. 148TH AVE.-- BLUE LAKE RD.	County MULTNOMAH	Sheet 1 of 2	
Kind of Work GRADING, ROCKING & PAVING	Length 3.13 MILES	Date 8-12-83	Name VINCENT

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization		Lump Sum	All	–	25,000^{00}
2.	Temporary Protection and Direction of Traffic		Lump Sum	All	–	10,000^{00}
3.	Temporary Signs		Sq. Ft.	244	8^{00}	1952^{00}
4.	Temporary Barricades		Each	10	50^{00}	500^{00}
5.	Flagmen		Hour	500	18^{00}	9000^{00}
	ROADWORK					
6.	General Excavation		Cu. Yd.	4308	4^{75}	20,463^{00}
7.	1"-0 Aggregate Base		Ton	7044	6^{75}	47,547^{00}
8.	Watering		M-Gal.	120	10^{00}	1200^{00}
9.	Cement Treated Base		Sq. Yd.	24488	1^{10}	26,937^{00}
10.	Cement for Treated Base		Ton	807	80^{00}	64,560^{00}
11.	Asphalt in Chip Seal		Ton	35	250^{00}	8750^{00}
12.	Aggregate in Chip Seal		Ton	213	12^{00}	2556^{00}
13.	Class "B" Asphalt Concrete Mixture		Ton	2902	17^{50}	50,785^{00}
14.	Class "C" Asphalt Concrete Mixture		Ton	4357	17^{50}	76,247^{50}
15.	Asphalt Cement in Mixture		Ton	443	170^{00}	75,310^{00}
16.	Asphalt in Tack Coat		Ton	5	250^{00}	1250^{00}
17.	Setting Monument Boxes		Each	12	75^{00}	900^{00}
18.	Guard Rail, Type 2A		Lin. Ft.	340	17^{00}	5780^{00}
9.	Guard Rail Anchors, Type 1		Each	6	300^{00}	1800^{00}
0.	Guard Rail End Pieces, Type C		Each	6	85^{00}	510^{00}
21.	Extra for Asphalt Approaches		Each	10	150^{00}	1500^{00}
22.	Single Mailbox Supports		Each	5	90^{00}	450^{00}

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section N.E. 148TH AVE. - BLUE LAKE RD.	County MULTNOMAH	Sheet 2 of 2	
Kind of Work GRADING, ROCKING & PAVING	Length 3.13 MILES	Date 8-12-83	Name VINCENT

No.	Item	Code	Unit	Quant.	Unit Cost	Total
23.	Delineators, Type 2		Each	44	20^{00}	880^{00}
24.	Bollards		Each	6	250^{00}	1500^{00}

734-1736 (8-81)

9722

5-17-82

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A662(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 20080
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/17/82
8. FEDERAL ROUTE NUMBER Secondary A662
9. STATE ROUTE NUMBER County Road
10. GENERAL LOCATION:
NE 148th Avenue - Blue Lake Road Section
NE Marine Dr.
G-P- Sgn.
11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $86,000 F.F $75,834
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 5/6/82.

RECEIVED
STATE HWY ENGR
MAY 21 '82
REFER TO
Orig to Moe [illegible]
5-21-82
FOR
Info | Inves | R/D | D.R | Sign | Act | File

14. DATE 5/17/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9722

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

5-6-82

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., N.E. Marine Drive "N.E. 148th Ave.-Blue Lake Rd. Sec."	075	20080	RS-A662(2)	A662	Co. Rd.

Access Control None Parking Restrictions Partial System Revision None

Airports (within 2 Mi.) Portland International ROW 60' normal

Water Development None Recreation & Historical Areas None

Multnomah (051)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 2 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Actions XXXXXXXXXX: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 3 .

(2) Included in 6 Yr. HIP, page 58.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 86,000
88.18%	FF	$ 75,834
	STATE	$ 5,083
	Co.	$ 5,083

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS: Enclosed is a copy of Authority for Survey & sketch maps.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
5-6-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

9722

3-11-82

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

~~March 9, 1982~~

MA PDM PDE FFM SPC
ODOT-METRO

MAR 11 1982

BM PAR PPC FILE T/A

App'd Jan. 19, 1982
six plan

Jon Rose, Federal Aid Specialist
Department of Transportation
5821 NE Glisan St.
Portland, OR 97213

Subject: Proposed Agreement
Marine Drive Improvement
(148th - East)
Federal Aid Secondary Number RS-A662

In April, 1981, we filed an application for approval on the 148th Avenue - Blue Lake section of Marine Drive to reconstruct this road with Federal Aid Secondary Funds which were credited to us and through a 5-year advance of monies. This project did not receive approval under those conditions.

At this time we would like you to consider our application for this project from 148th Avenue easterly as far as available funds will go. It is our understanding we have approximately $327,000 in Federal funds at this time, and assuming we would get $60,000 next year, it would be a total of $387,000 of Federal Funds.

We are anxious to proceed with this project and request the State to submit whatever is necessary to the Federal Highway Administration for approval and prepare an agreement between the State and County as soon as feasible.

Very truly yours,

GEORGE STILLMAN
Ass't County Engineer

Roy L. Bennett

Roy L. Bennett,
Office Engineer

RLB:vh

cc: Bebe Rucker
Dick Soderquist

AN EQUAL OPPOR

From Metro JON ROSE
Date 3-11
To B[illegible] SWAN
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: The attached letter is Multnomah County's request to retain the Marine Drive extension project as a valid request and to use FAS-C money to construct as much of the section as possible. Please advise if anything further is needed

9722

FAS A662: N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX 526-1956 ~~526-1936~~

1 - IDENTIFICATION

PROJECT NAME: NE 148th Avenue - Blue Lake Section

HIGHWAY NAME: NE Marine Drive

HIGHWAY NUMBER:

REGION: 1

ADMINISTRATIVE DISTRICT: 2C

COUNTY: Multnomah

CITY:

LENGTH: 2.5 mi.

MILEPOST NUMBER: TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Multnomah County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Reconstruct the existing roadway to a total width of 40 ft. on the same alignment. There will be signing and striping for a shoulder bikeway on a portion of the total length. This shoulder bikeway will tie into a future separated bikeway, parallel to Marine Drive, that is not a part of this project.

1 Morgan ✓
Anderson
2 Adams
3 Olson
Sullivan
Tarpin
Tison
4 Wakerlig

RECEIVED
OCT 6 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 10,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1990 - 11,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E.
Location Engineer
Date 7/30/81

REFERRED TO
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 11' lanes	Two 12' lanes
SHOULDERS	9' paved	8' paved
MEDIANS	None	None
PARKING LANES	None	At selected locations
SIDEWALKS	None	None
BIKEWAYS	None	Shoulder bikeway where needed to connect with future separated bikeway.
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	Spring, 1982 (Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

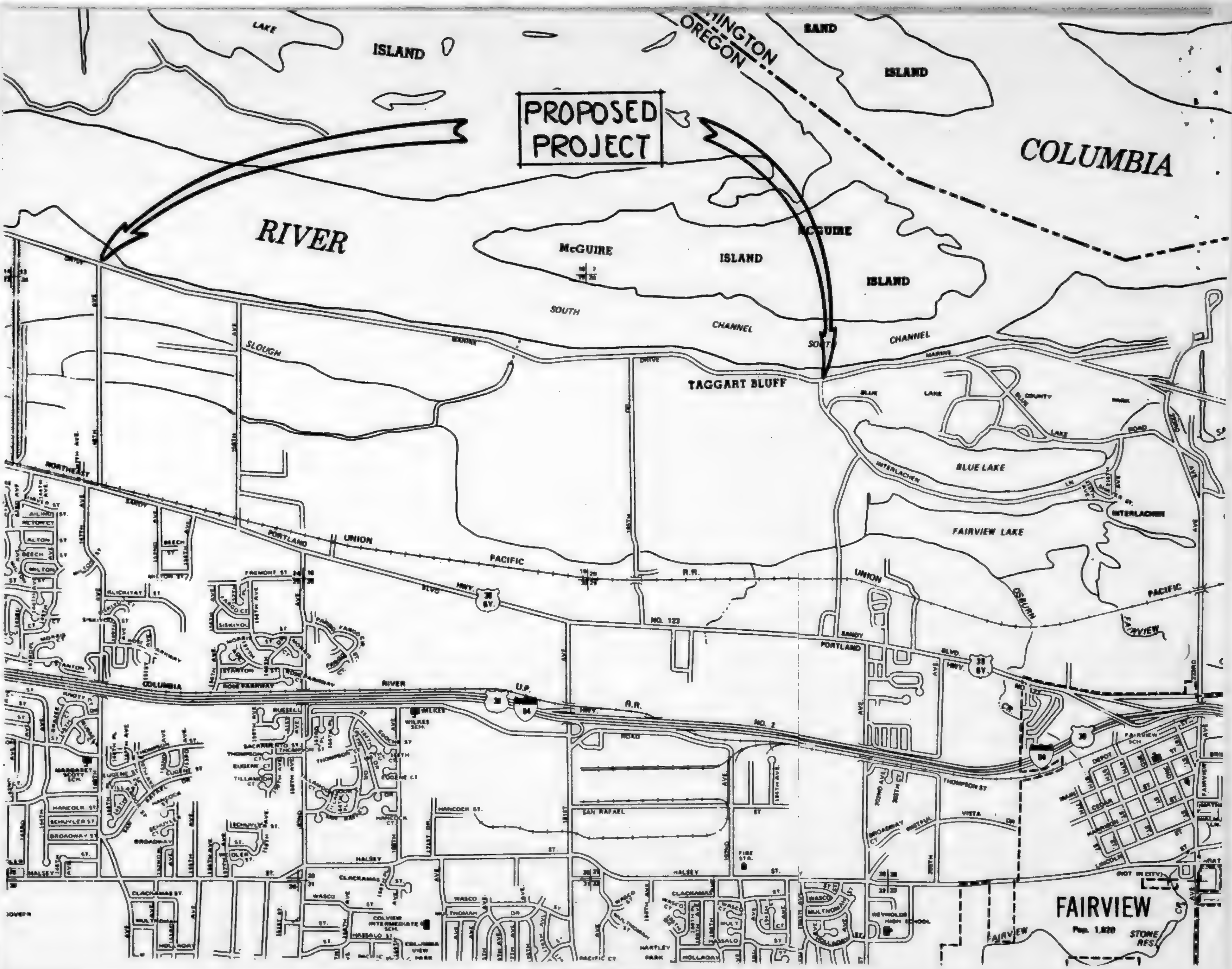
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	86,000	
RIGHT OF WAY		
TRAFFIC CONTROL	21,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	1,245,000	
OTHER ____		
ENGINEERING & CONTINGENCIES	included above	
PROJECT TOTAL	1,352,000	

SUBMITTED BY ____________________


PROPOSED PROJECT
COLUMBIA
RIVER
WASHINGTON
OREGON
LAKE
ISLAND
SAND ISLAND
McGUIRE ISLAND
McGUIRE ISLAND
SOUTH CHANNEL
SLOUGH
MARINE DRIVE
TAGGART BLUFF
BLUE LAKE
BLUE LAKE COUNTY PARK
INTERLACHEN
FAIRVIEW LAKE
OSBURN
UNION PACIFIC R.R.
NORTHEAST SANDY BLVD.
PORTLAND HWY. NO. 123
COLUMBIA RIVER HWY. NO. 2
U.P. R.R.
SAN RAFAEL
HALSEY ST.
THOMPSON ST
FAIRVIEW
Pop. 1,820
STONE RES.

7722

FEDERAL AID PROJECT REQUEST

Date [illegible]/20/81

Applicant Agency Multnomah County

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Route Name NE Marine Drive

Federal Aid Route No. A 662

Project Name NE 148th Ave. - Blue Lake Section, NE Marine Dr.

Project Location (Attach sketch map)

Project Length 2.52 mi.

Project Description Reconstruct roadway by grinding up existing surfacing, treating with Portland cement and resurfacing to provide two travel lanes and shoulders, and a two-way bicycle lane where required to connect the off-site bicycle path. Total width to be 40 feet.

Average Daily Traffic 10,000

Design Speed 35-40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ~~[illegible]~~ 40'

EDM Travel Lanes 2 (11' wide)

Shoulders 9' paved

Parking No

Medians No

Sidewalks No

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width ~~X~~-40'

Travel Lanes 2 (12' wide)

Shoulders ~~[illegible]~~ 8 feet EDM

Parking Selected where possible

Medians No

Length Curb Radii

Curbed No

Sidewalk/Bikeway Yes. 8' wide striped shoulder lane where needed.

Remarks Some off-site bikeway available. (Not now existing, but will be constructed as a separate project).

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N/A

2. Proposed Signalization:

Location N/A

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project - Installation by Multnomah County

4. Permanent Striping:

Include in project or by applicant? Include in project - County crews will apply striping

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

N/A

2. Proposed Illumination:

Location N/A

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Oliver Domreis, County Engineer Office
2. Environmental " " " " Office
3. Public Hearing " " " " Office

Remarks

II. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by.

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes X No ________

If "yes," describe briefly: Project Direction, design, inspection and signing/striping.

4. Applicant's estimate of cost for requested project:

		Metro Branch Estimate
Roadway Work	$ 863,000	1,245,000.
Right-of-way costs (if participating)	0	
Traffic control	10,000	21,000.
Illumination	0	
Structures	0	
Railroad	0	
Other ________		
Preliminary engineering	86,000	86,000.
PROJECT TOTAL	$ 959,000	1,352,000

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Multnomah COUNTY

By ________ By ________

By ________ By ________

By ________

(5)(60,660) = 303,300
65,972
369,272

Limit?

9722

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 8, 1981

TO: D.H. MOEHRING Attn: D.E. Swan
Assistant State Highway Engineer

File No: 10026

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: NE 148th Ave. - Blue Lake Road
NE Marine Drive
Multnomah County
Planning File 10026

Reynoldson: 6-11-81

~~[illegible] for 1983~~

Here is our programming packet for the subject project. Included are a Federal Aid Project Request, Authority for Survey, Location Prospectus, and an agreement information sheet.

This is an FAS project sponsored by Multnomah County. It is outside the MSD Urban Area, therefore inclusion in the TIP is not required.

The environmental aspects of this project are covered by Statewide Categorical Exclusion. There is no waterway involvement.

The estimate of $959,000 shown on the project request submitted by Multnomah County represents the total equivalent of what could be obtained by borrowing FAS funds five years into the future. However, our reconnaissance estimate is $1,352,000 for this work. Dick Soderquist of Multnomah County has told me that it is their intention to either tailor the project to the federal funds available or supplement the project with 100 percent county funds if that is necessary.

Please request FHWA approval and obligation of $86,000 (TEC) at this time for preliminary engineering.

TAS:ECM:JS

cc: F.E. Terpin
Metro Project Development Units
R.C. Brooks

CC: Terpin
Gifford

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUN 10 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Jan 1982
Jan 19th

6 Year Plan.

FEDERAL-AID SECONDARY-COUNTY

The Secondary Rural System under the jurisdiction of the State and counties, is composed of major collector routes including farm-to-market, mail delivery and high local use roads. Designation of the routes is made by the Oregon Department of Transportation and appropriate local officials in cooperation with each other.

Federal-Aid Secondary - County (FAS-C) projects are selected by local officials and submitted to the Oregon Department of Transportation for processing.

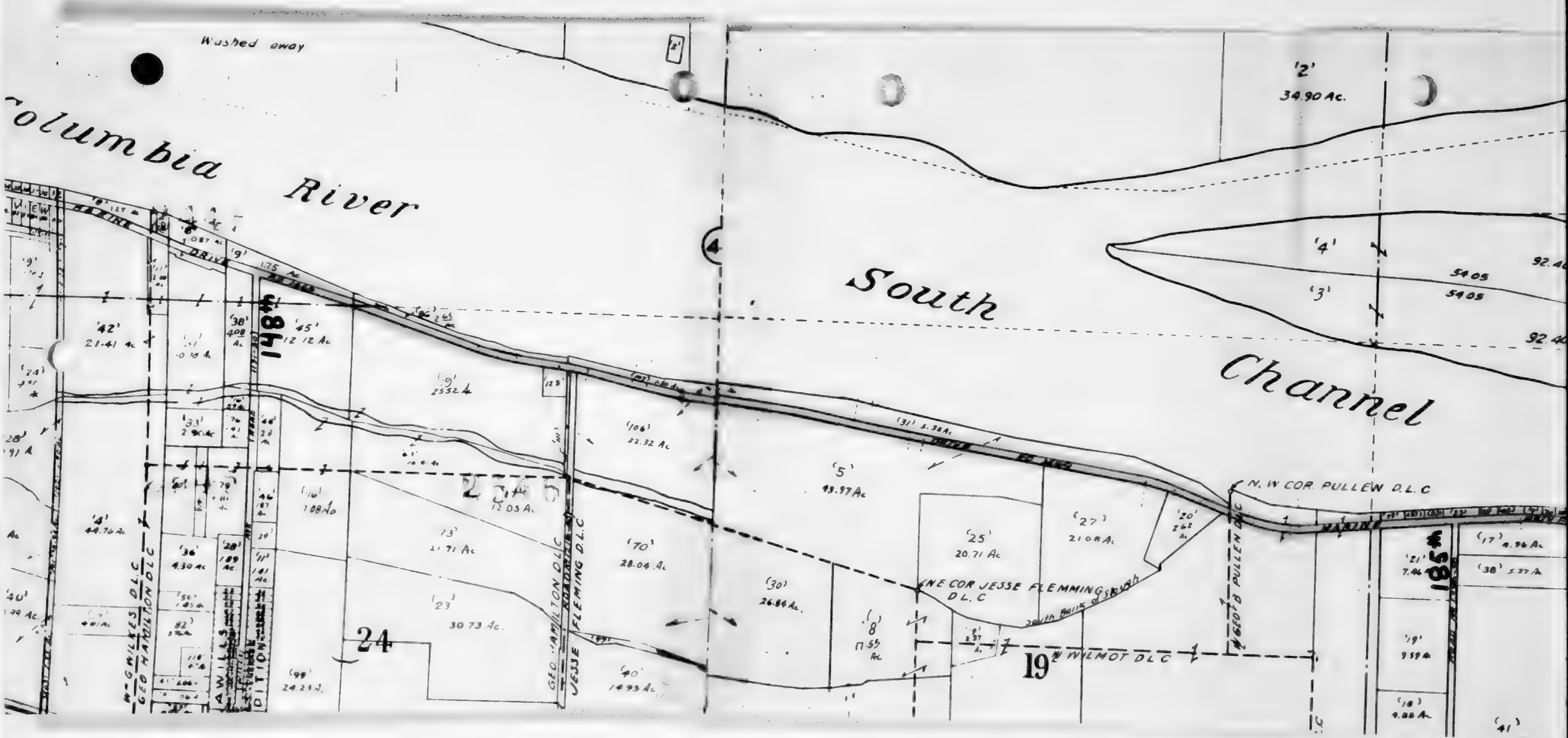
The 1982 Federal-Aid apportionment for County Secondary Rural projects is approximately $3.4 million, which is 50% of Oregon's FAS apportionment. The Federal share is 88% with the 12% matching funds usually shared equally between state and county government.

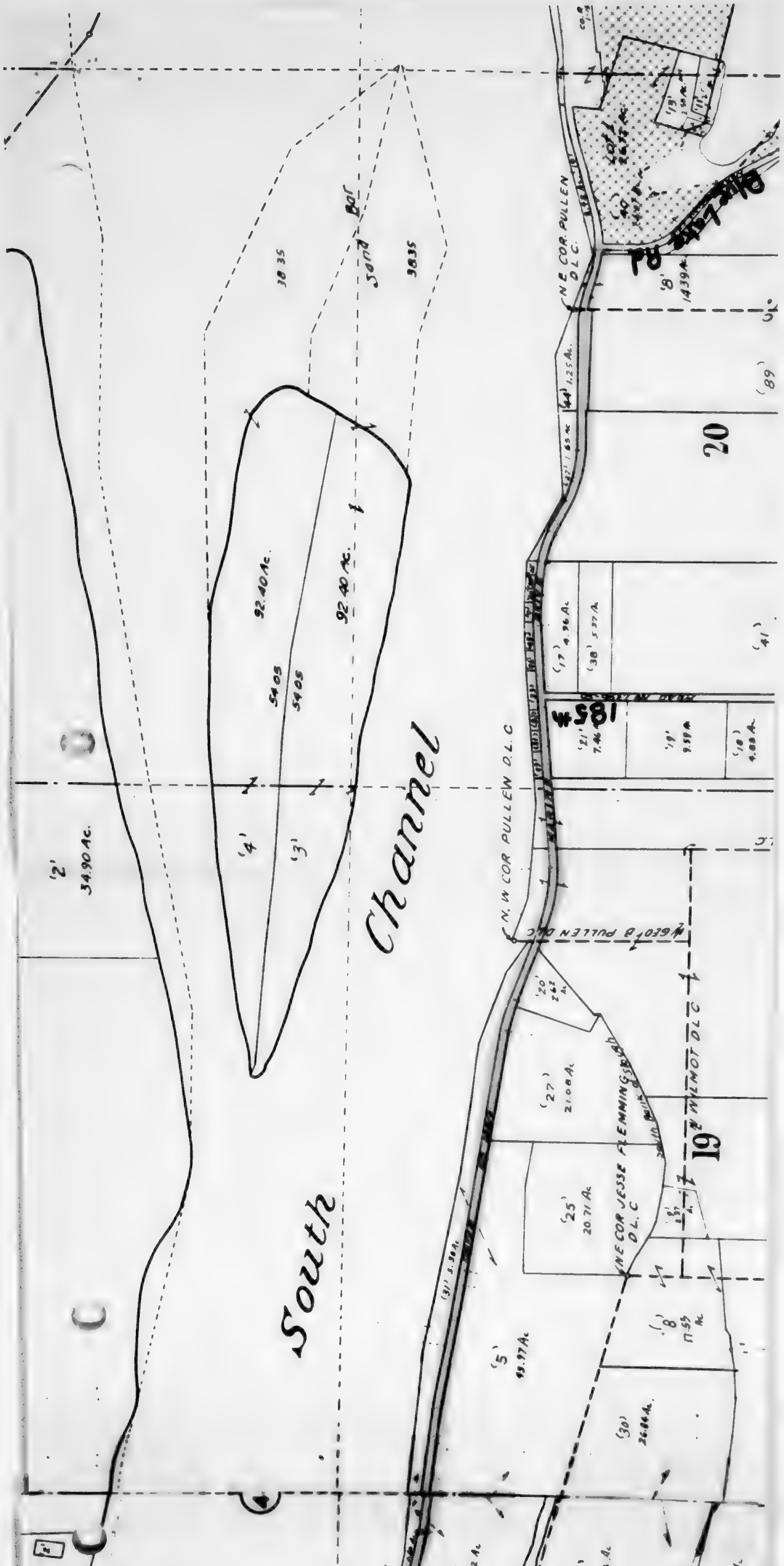
The following FAS-C projects have been approved for funding by the Oregon Transportation Commission. Additional projects will be approved on an individual basis.

County	Region	Route No.	Section Name	Work	Est. Cost ($1,000)
			FISCAL 1982 PROJECTS		
Multnomah	1	A662	N.E. 148th Ave.-Blue Lake Rd.	G-P-Sign	1,350
Multnomah	1	A662	N.E. 112th Ave.-N.E. 148th Ave.	G-P	449
Washington	1	A685, A686	Glencoe Rd. and West Union Rd. (North Plains)	G-P(RR Signal) Structure	817
Clatsop	2	A736	Blind Slough Bridge Sec.	Structure Repair	34
Clatsop	2	A737	Westport Ferry Slip Section	Ferry Slip Structure	288
Lincoln	2	A522	Oregon Coast Hwy.-Yachats ECL	G-P	250
Linn	2	A483	South Santiam Riv. Bridge (Sweet Home)	G-P-Str-Sign	1,800
Marion	2	A590	Abiqua Creek Bridge	G-P-Structure	391
Polk	2	A559	N. Fk. Ash Creek Bridge #53C11	PE Only for Structure	120
Yamhill	2	A695	Hillcrest Rd.-Tindell Cr. Rd.	G-P	860
Douglas	3	A382	South Myrtle Road #18	Overlay-Widen	1,730
Josephine	3	A338	SPRR U-Xing #501.84	G-P-Structure	230
Lane	3	A465	McKenzie River (Armitage Bridge)	G-P-Structure	1,200
Jefferson	4	B400	US Hwy. 97-US Hwy. 26	Overlay	328
Klamath	4	B319	The Dalles/Calif. Hwy.-Washburn Way (S.S. Bypass)	G-P-Structures (2)	2,000
Lake	4	B334	Thomas Creek Bridges	Structures (3)	160
Lake	4	B329	Rabbit Creek Bridge	Structure	90
Wheeler	4	B550	Spray-Waterman Flat Rd.	PE Only for Base-Oil Mat	340
Malheur	5	B500	Willow Creek Bridges	Structures (4)	310
Morrow	5	B564	Juniper Canyon Rd.-Lexington/Echo Hwy.	G-P	810
Wallowa	5	B642	Freeze-out Gorge Sec.	Study	1,500
			FISCAL 1983 PROJECTS		
Clackamas	1	A619	Boeckman Creek Bridge	G-P-Structure	1,200
Deschutes	4	B345	Deschutes River (General Patch) Bridge	G-P-Structure	600

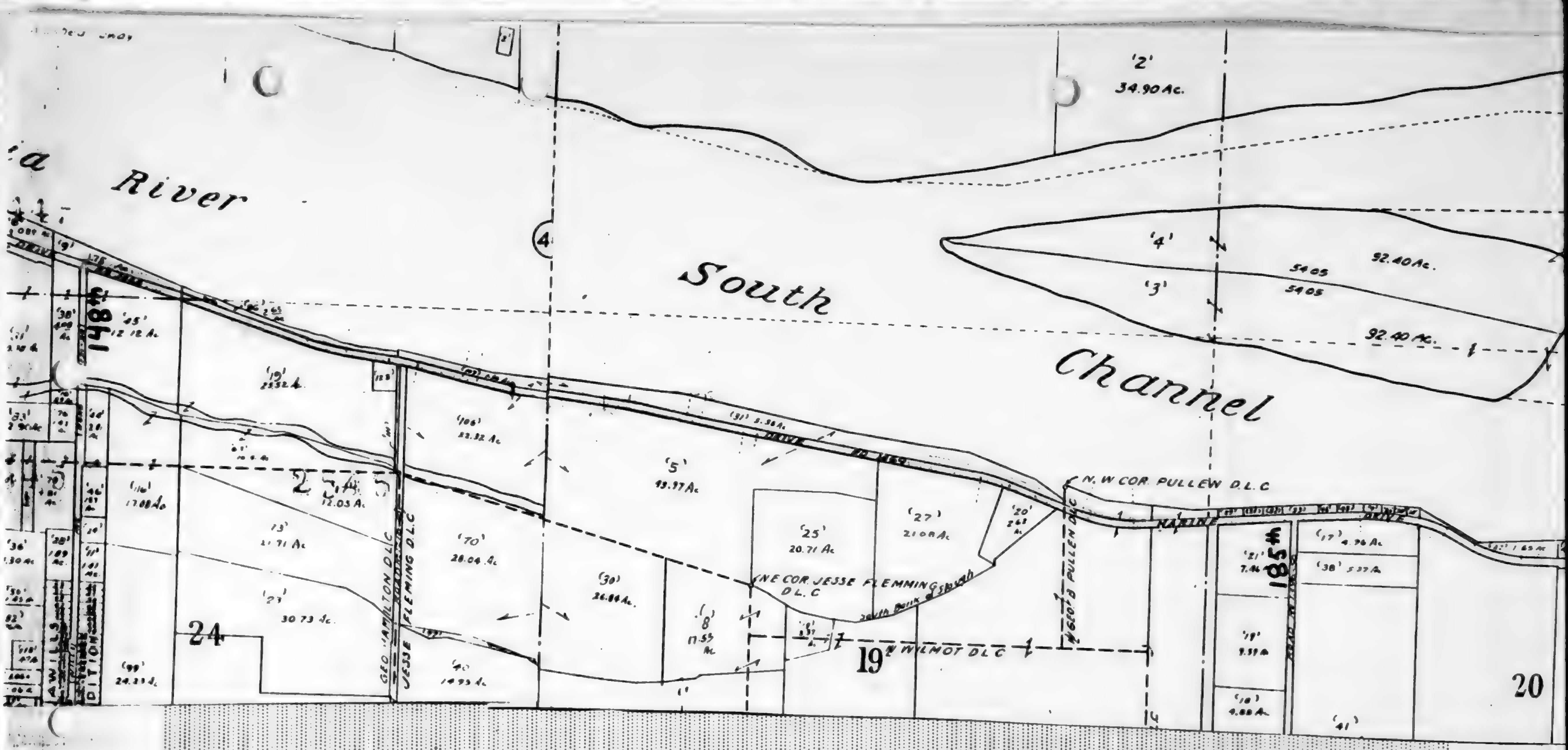
ADDITIONAL SALEM TIP PROJECTS

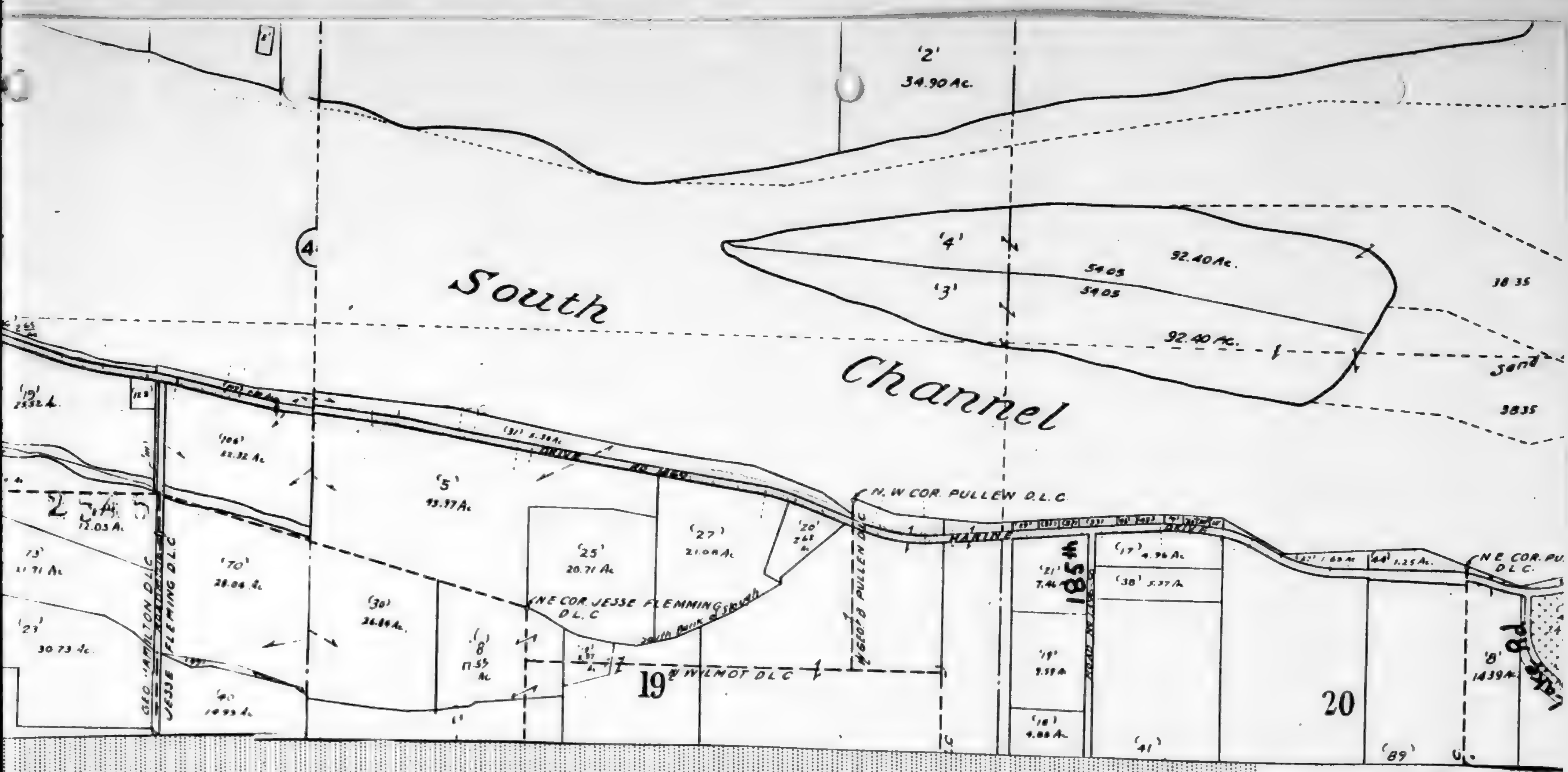
Section	Est. Cost ($1,000)
Doaks Ferry Rd. at Glenn Creek Rd.	51

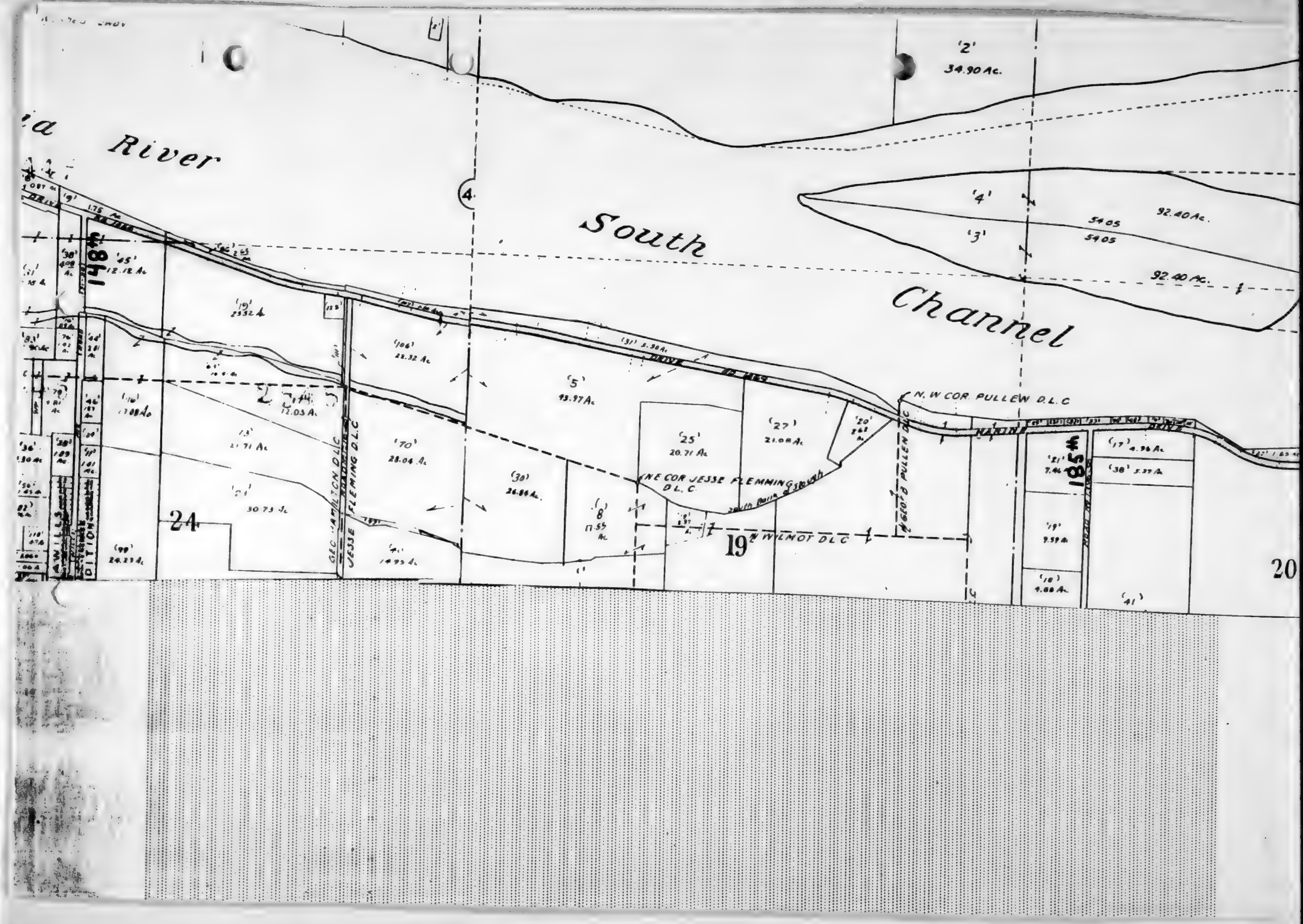

Washed away
Columbia River
South Channel
'2'
34.90 Ac.
'4'
'3'
54.05
92.40
MARINE DRIVE
148th
185th
'42'
21.41 Ac.
'45'
12.12 Ac.
'38'
4.08 Ac.
'9'
25.52 A
'106'
22.32 Ac.
'31' 5.38 Ac.
'5'
43.97 Ac.
'25'
20.71 Ac.
'27'
21.08 Ac.
'20'
2.62 Ac.
'70'
28.04 Ac.
'30'
26.84 Ac.
'8'
11.55 Ac.
'13'
21.71 Ac.
'23'
30.73 Ac.
'16'
7.08 Ac.
'40'
14.93 Ac.
'99'
24.23 A.
'4'
44.76 Ac.
'36'
4.30 Ac.
'33'
2.90 Ac.
'21'
7.46
'17' 4.96 Ac.
'38' 5.37 Ac.
'19'
9.59 A.
'18'
4.88 Ac.
'41'
24
19
N. W. COR. PULLEW D.L.C
GEO B PULLEN DLC
N.E COR JESSE FLEMMING D.L.C
South Bank of Slough
N. WILMOT D.L.C
GEO HAMILTON D.L.C
JESSE FLEMING D.L.C
ROADWAY
N. GWILKES D.L.C
GEO HAMILTON D.L.C
WILKES ADDITION
VIEW

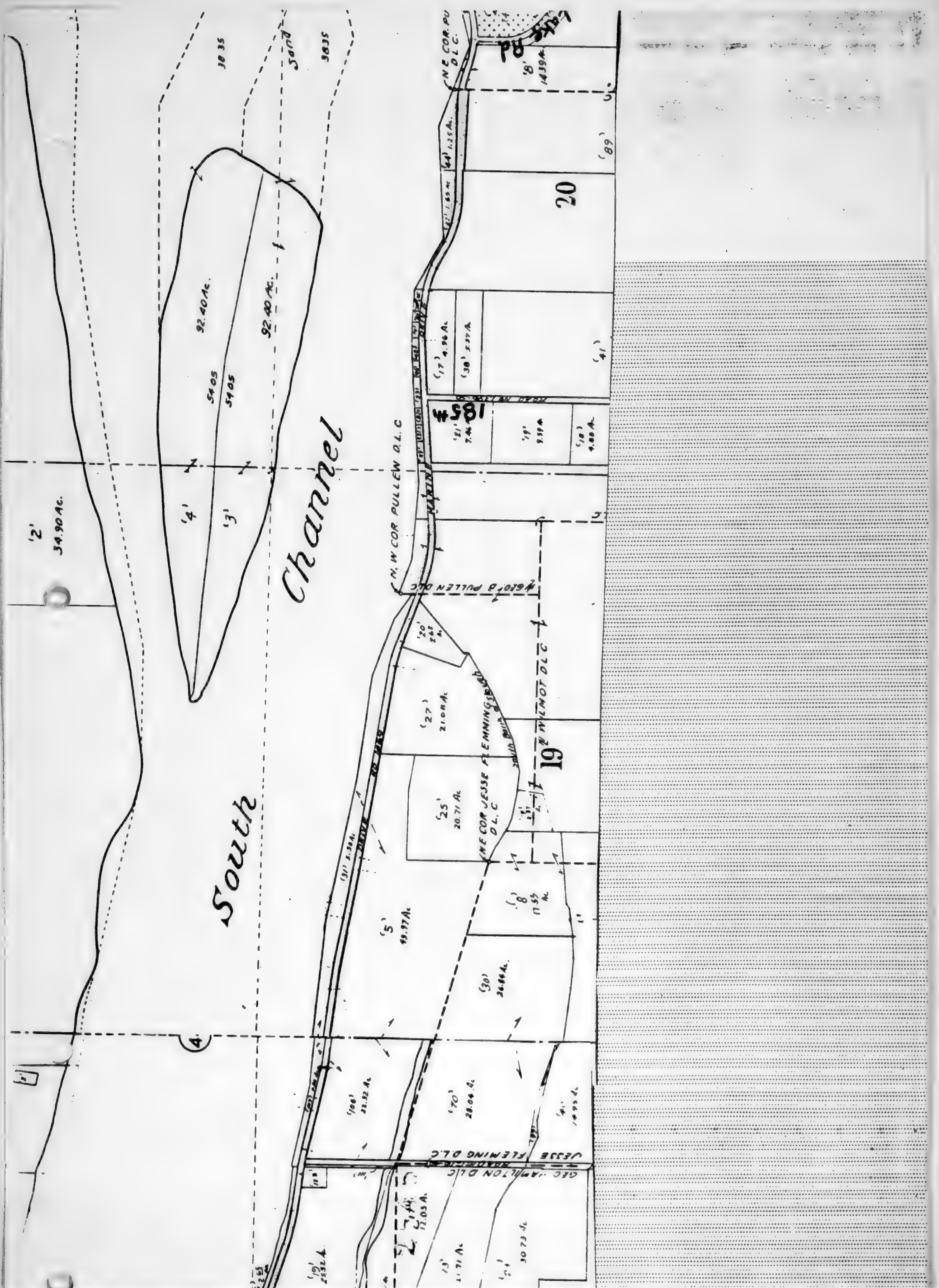


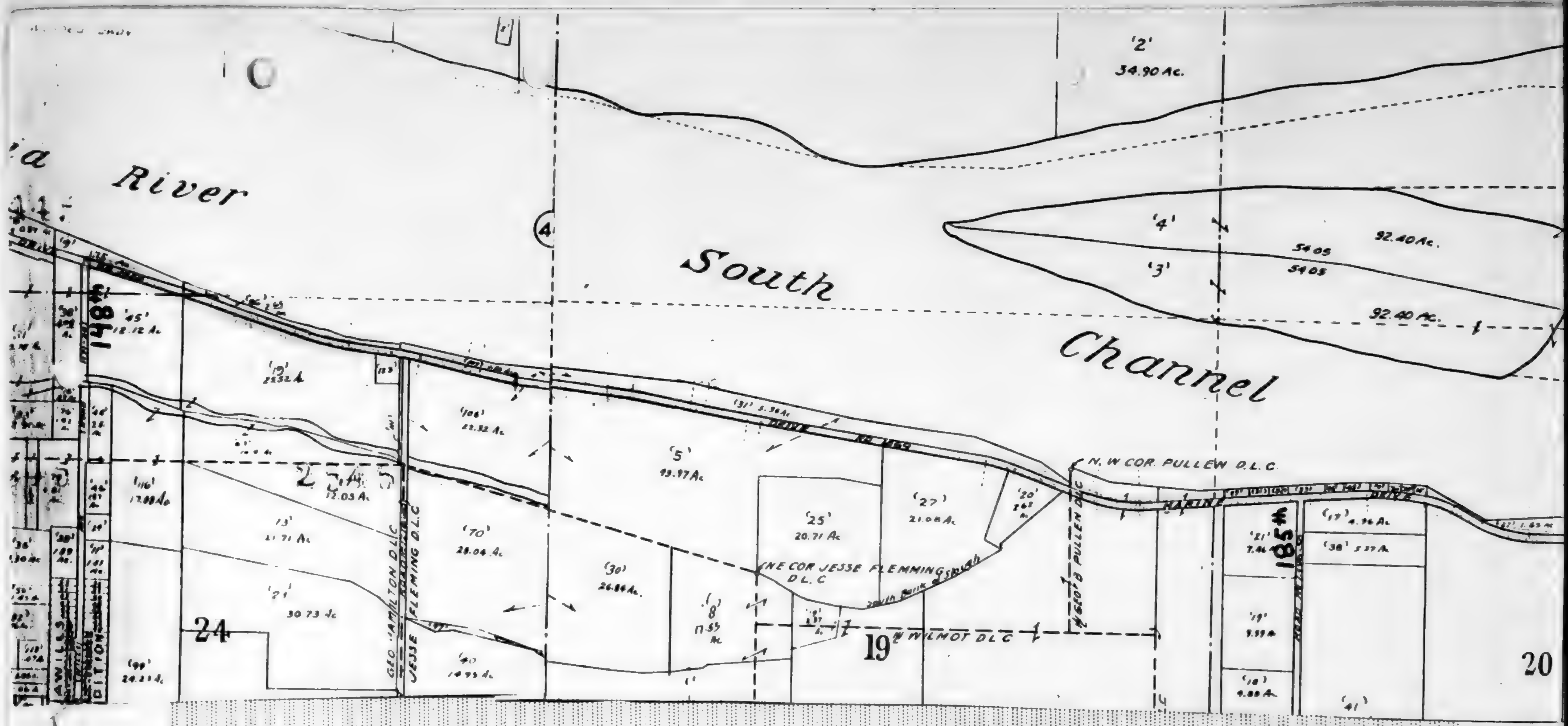
South Channel
Sand Bar
38.35
38.35
'4'
'3'
92.40 Ac.
92.40 Ac.
54.05
54.05
'2'
34.90 Ac.
N.E. COR. PULLEN D.L.C.
N.W. COR PULLEN D.L.C
GEO. B PULLEN D.L.C
WILMOT D.L.C
N.E COR JESSE FLEMMINGS D.L.C
20
19
185
Lot 1
'8'
14.39 A
'89'
'41'
'17' 4.96 A
'38' 5.37 A
'21' 7.4
'19' 9.59 A
'18' 4.80 A
'20' 2.62 Ac
'27' 21.08 Ac
'25' 20.71 Ac
'5' 93.97 Ac
'8' 17.55 Ac
'30' 26.86 Ac
'31' 5.36 Ac
'106' 22.32 Ac
'70' 28.04 Ac
'40' 14.93 Ac
PB


a River
South Channel
4
'2' 34.90 Ac.
'4'
'3'
5405
5405
92.40 Ac.
92.40 Ac.
148th
DRIVE
'9'
'38'
'25' 12.12 Ac.
'19' 25.32 Ac.
'33' 2.90 Ac.
'116' 17.08 Ac.
12.03 Ac.
'13' 21.71 Ac.
'23' 30.73 Ac.
'36' 1.30 Ac.
'99' 24.23 Ac.
24
AWILLS
DITION
GEO HAMILTON D.L.C
JESSE FLEMING D.L.C
'106' 22.32 Ac.
'70' 28.04 Ac.
'40' 14.93 Ac.
'5' 93.97 Ac.
'30' 26.84 Ac.
'8' 11.53 Ac.
'91' 5.38 Ac.
DRIVE
'25' 20.71 Ac.
'27' 21.08 Ac.
'20' 2.63 Ac.
NE COR JESSE FLEMMING D.L.C
South Bank of Slough
19
N WILMOT D.L.C
N.W COR. PULLEW D.L.C
GEO B PULLEN D.L.C
MARINE DRIVE
185th
'21' 7.46
'19' 9.39 A
'18' 4.88 A
'17' 4.96 Ac
'38' 5.37 A
'41'
20


'2'
34.90 Ac.
4
South Channel
'4'
'3'
54.05
54.05
92.40 Ac.
92.40 Ac.
38.35
38.35
Sand
'19'
23.32 A.
'106'
22.32 Ac.
'31' 5.36 Ac.
DRIVE
'5'
93.97 Ac.
2545
12.03 Ac.
'73'
11.71 Ac.
'23'
30.73 Ac.
'70'
28.04 Ac.
'30'
26.84 Ac.
'40'
14.93 Ac.
GEO. HAMILTON D.L.C.
JESSE FLEMING D.L.C.
'8'
11.55 Ac.
'25'
20.71 Ac.
'27'
21.08 Ac.
'20'
2.68 Ac.
NE COR. JESSE FLEMMING D.L.C.
South Bank of Slough
19
W. WILMOT D.L.C.
GEO. B. PULLEN D.L.C.
N. W. COR. PULLEW D.L.C.
MARINE DRIVE
185th
'21'
7.46 Ac.
'19'
9.59 Ac.
'18'
4.88 Ac.
'17' 4.96 Ac.
'38' 5.37 Ac.
'41'
20
'22' 1.63 Ac.
'44' 1.25 Ac.
'89'
NE COR. PU. D.L.C.
'8'
14.39 Ac.
P8
Lake


'a River
South Channel
'2'
34.90 Ac.
'4'
'3'
92.40 Ac.
54.05
54.05
92.40 Ac.
4
1484
'45'
12.12 Ac.
'19'
23.32 Ac.
'106'
22.32 Ac.
'5'
93.97 Ac.
'31' 5.30 Ac.
DRIVE
'16'
17.08 Ac.
12.03 Ac.
'13'
21.71 Ac.
30.73 Ac.
'99'
24.23 Ac.
24
GEO HAMILTON D.L.C
JESSE FLEMING D.L.C
'70'
28.04 Ac.
'30'
26.86 Ac.
'8'
17.55 Ac.
'4'
14.93 Ac.
'25'
20.71 Ac.
'27'
21.08 Ac.
'20'
NE COR JESSE FLEMMING D.L.C.
N.W. COR. PULLEW D.L.C
GEO. B. PULLEN D.L.C
19
WILMOT D.L.C
MARINE DRIVE
185th
'21'
7.46
'19'
9.59 Ac.
'10'
9.88 Ac.
'17' 4.96 Ac.
'38' 5.37 Ac.
'41'
20
ADDITION


South Channel
'2' 34.90 Ac.
'4'
'3'
92.40 Ac.
92.40 Ac.
54.05
54.05
Sand
38.35
38.35
20
19
185#
N.W COR PULLEW D.L.C
NE COR PU D.L.C.
GEO B PULLEN DLC
WILMOT D.L.C
NE COR JESSE FLEMMING D.L.C
JESSE FLEMING D.L.C
GEO HAMILTON D.L.C
'8' 14.39 A.
'89'
'41'
'17' 4.96 Ac.
'38' 5.57 A.
'21' 7.46 Ac.
'19' 9.59 A.
'18' 4.88 Ac.
'20' 3.62 Ac.
'27' 21.08 Ac.
'25' 20.71 Ac.
'5' 49.77 Ac.
'8' 17.53 Ac.
'30' 26.88 Ac.
'70' 28.04 Ac.
'106' 23.32 Ac.
'14' 12.03 A.
'13' 2.71 Ac.
'2' 30.73 Ac.
4


a River
South Channel
'2'
34.90 Ac.
'4'
'3'
54.05
54.05
92.40 Ac.
92.40 Ac.
4
148th
185th
'45'
12.12 Ac.
'19'
25.32 Ac.
'106'
22.32 Ac.
'5'
93.97 Ac.
'31' 5.36 Ac.
DRIVE NO 1159
'25'
20.71 Ac.
'27'
21.08 Ac.
'20'
2.63 Ac.
N. W. COR. PULLEW D.L.C.
MARINE DRIVE
'17' 4.96 Ac.
'38' 5.37 Ac.
'21'
7.46
'19'
9.59 Ac.
'10'
4.88 Ac.
'41'
'116'
17.88 Ac.
12.03 Ac.
'13'
21.71 Ac.
'21'
30.73 Ac.
'99'
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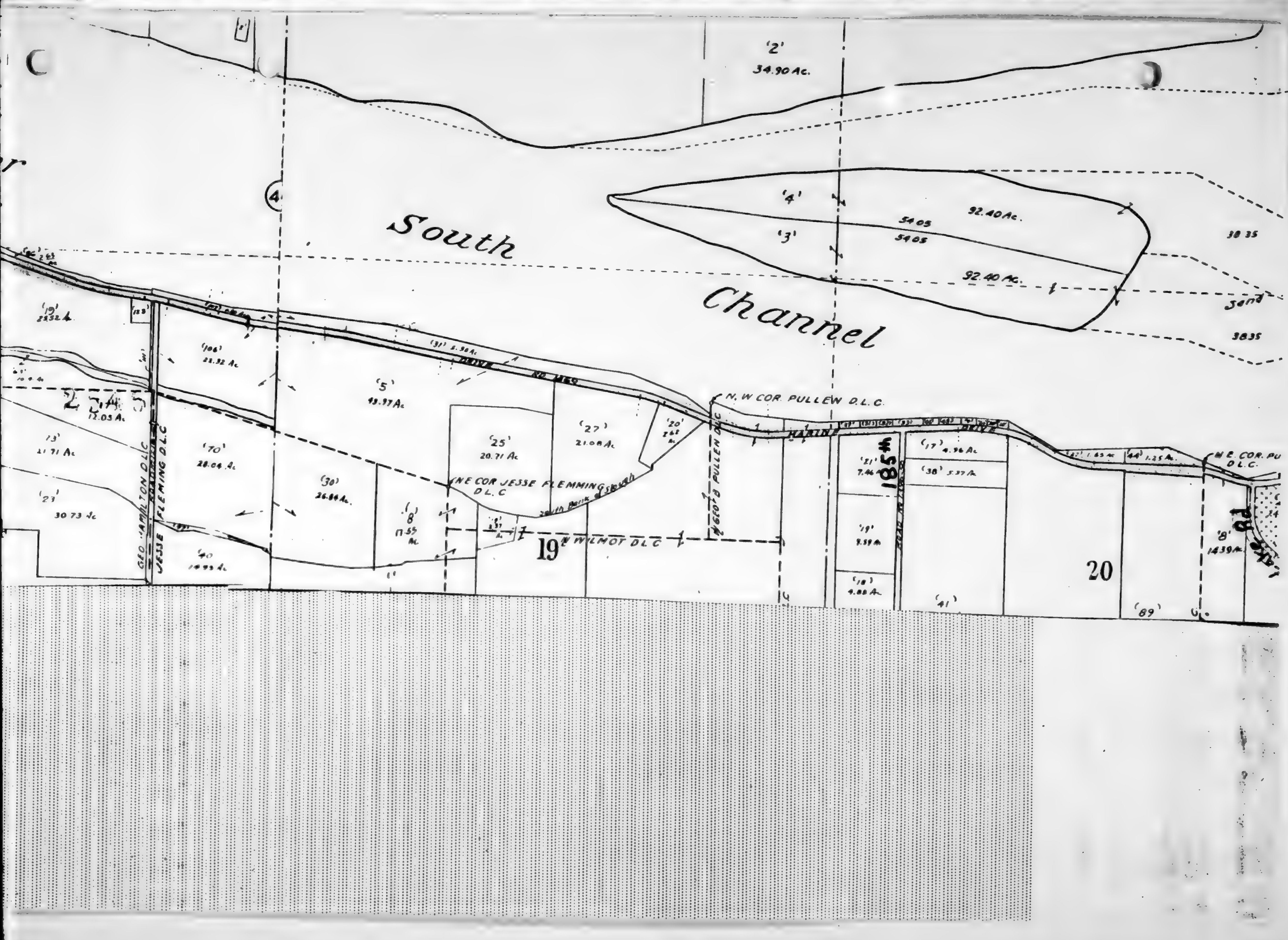
'70'
28.04 Ac.
'30'
26.84 Ac.
'8'
11.55 Ac.
'40'
14.93 Ac.
NE COR JESSE FLEMMING D.L.C
GEO HAMILTON D.L.C
JESSE FLEMING D.L.C
GEO. B PULLEN D.L.C
WILMOT D.L.C
24
19
20
DITION


South Channel
'2'
34.90 Ac.
'4'
'3'
54.05
54.05
92.40 Ac.
92.40 Ac.
38.35
38.35
Sand
④
'19'
25.32 A.
'106'
23.32 Ac
'5'
43.97 Ac
'31' 5.98 Ac
DRIVE
NO. 1169
'70'
28.04 Ac
'30'
26.84 Ac
'8'
17.55 Ac
'40'
14.93 Ac
'23'
30.73 Ac
'13'
21.71 Ac
12.05 Ac
GEO. HAMILTON D.L.C
JESSE FLEMING D.L.C
'25'
20.71 Ac
'27'
21.08 Ac
'20'
2.62 Ac
NE COR JESSE FLEMMING D.L.C
South Bank of Slough
19
N. WILMOT D.L.C
GEO. B. PULLEN D.L.C
N. W COR. PULLEW D.L.C.
MARINE
DRIVE
185th
'21'
7.46 A
'19'
9.59 A
'18'
4.88 A
'17'
4.96 Ac
'38'
5.37 A
'41'
1.63 Ac
'44'
1.25 A
NE COR. PU
D.L.C.
20
'89'
'8'
14.39 A
Rd

9722

ACC1 5/24

Form №39 (Rev. 9-71)

(NAB0001)

PLANNING FILE: 10026

②

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

ion NE 148th Ave. - Blue Lake Road

Date June 8, 1981

Highway NE Marine Drive A-662

Authorization No. 1

County Multnomah County #26

Survey Prefix ~~L 526-1931~~ error - was improperly assigned 8-30-82 L 526-1956 (Assigned by Salem office)

Description of termini, route, length, etc.: The west end of the survey is located at NE 148th Ave. on NE Marine Dr. The east end is located at the intersection of Blue Lake Rd. and Marine Dr. The overall length is 2.52 miles.

Proposed: Reconstruct roadway by grinding up existing surfacing, treating with Portland Cement and resurfacing to provide two travel lanes with shoulders. Signing for a shoulder bicycle lane where required to connect future separated bicycle path.

Purpose of survey: Multnomah County to perform field survey and design.

tate will review ~~design, prepare~~ plans, prepare specifications, and estimate.

Estimate of cost: $1,352,000
Funding: FAS
Category: Class II (Statewide Categorical Exclusion)

Field Survey (monitor)	(901)	800
Citizen Participation	(902)	
City or County	(903)	81,600
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	1,500
Administrative Services	(922)	200
Environmental	(923)	200
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

RS-A662(2)
5-17-82

ON HIP $1,350,000 FAS

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 20 1982
LOCATION SECTION

Total estimated cost of survey	$ 86,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Curtis H Duval
TIS H. DUVAL, Metro Location Engineer ~~Field Engineer~~

ecommended for Approval:
~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*33604-734

9

9722

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE June 5, 1981

PREFIX

1 - IDENTIFICATION

PROJECT NAME NE 148th Avenue - Blue Lake Road

HIGHWAY NAME NE Marine Drive

HIGHWAY NUMBER

REGION 1	ADMINISTRATIVE DISTRICT 2C	COUNTY Multnomah	CITY
LENGTH 2.5 mi.	MILEPOST NUMBER TO	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT Multnomah County

TYPE OF FUNDS ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Reconstruct the existing roadway to a total width of 40 ft. on the same alignment. There will be signing and striping for a shoulder bikeway on a portion of the total length. This shoulder bikeway will tie into a future separated bikeway, parallel to Marine Drive, that is not a part of this project.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1980 - 10,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1990 - 11,000

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☒ HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 11' lanes	Two 12' lanes
SHOULDERS	9' paved	8' paved
MEDIANS	None	None
PARKING LANES	None	At selected locations
SIDEWALKS	None	None
BIKEWAYS	None	Shoulder bikeway where needed to connect with future separated bikeway.
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☐	☐
Stage Construction	☐	☐	☐
Pedestrian Crossing	☐	☐	☐
Rest Area	☐	☐	☐
Truck Scale Site	☐	☐	☐
Landscaping	☐	☐	☐
Drainage	☐	☐	☐
River ______	☐	☐	☐
Stream ______	☐	☐	☐
Storm Sewer	☐	☐	☐
Sanitary Sewer	☐	☐	☐
Right of Way	☐	☐	☐
Simple Acquisition	☐	☐	☐
Complex Acquisition	☐	☐	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☐	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☐	☐
Permits	☐	☐	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YE	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	Spring, 1982 (Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	86,000	
RIGHT OF WAY		
TRAFFIC CONTROL	21,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	1,245,000	
OTHER		
ENGINEERING & CONTINGENCIES	included above	
PROJECT TOTAL	1,352,000	

SUBMITTED BY ____________________

Project NE 148th - B[illegible] Lake Road, NE Marine Drive

Agency Multnomah County **Date** June 8, 1981

Type of Project Reconstruction of roadway surfacing.

Funds SOS FAIX FAUS [✓ FASC] Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	☐	☐	☒	☐
Monitor PE	☐	☒	☐	☐
Field Survey	☐	☐	☒	☐
Prepare Environmental Statements	☒	☐	☐	☐
Review & Process Envir. Statements	☒	☐	☐	☐
Public Hearings	☒	☐	☐	☐
Citizen Involvement	☐	☐	☒	☐
Action Plan Requirements	☐	☐	☒	☐
Preliminary Design Plans & Specs.	☐	☐	☒	☐
Prepare for Contract Bids	☐	☒	☐	☐
Advertise, Let and Award	☐	☒	☐	☐
Major Construction Engineering	☐	☐	☒	☐
Lab Testing, Final Checking	☐	☒	☐	☐
Utility Responsibility	☐	☐	☒	☐
Maintenance After Completion	☐	☐	☒	☐
Signal Maintenance	☒	☐	☐	☐
Power Consumption	☒	☐	☐	☐
Local Match	☐	☐	☒	☐
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☒ Construction ☒ N/A ☐

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

Oregon State Highway Division

Sheet 1 of 1

Date May 19, 1981

Summa - Bid Schedule - Cost Estimate

Section 148th Ave - Blue Lake Rd (NE Marine Drive)

County Multnomah

Kind of Work Resurfacing

Length 2.56 mi

Name E.J. Dunn

Unit Prices from Salem 5/15/81

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization 10%					70,000
	Temp Protection 3%					21,000
	Flagman			1000	23^{50}	23,500
	Temporary Signs		SF	256	6^{00}	1536
	Temporary Barricades:					
	Type II w/8" Flashers		EA	50	125^{00}	6250
	Pulverize Existing A.C. (6" Depth)		Sq Yds	60,000	2^{00}	120,000
	Cement Treat Base (6" Depth)		Sq Yds	60,000	1^{50}	90,000
	Cement For Treated Base		Ton	675	85^{00}	57,375
	Asphalt In Seal Coat		Ton	5	250^{00}	1,250
	Class 'B' A.C (4" x 40 x 13,517)		Ton	12,960	17^{00}	220,320
	Liquid Asphalt In A.C		Ton	900	200^{00}	180,000
	Subtotal					791,231
	plus 60% E & C					474,700
	Subtotal					1,265,931
	Anticipated Items:					
	Guard Rail (Type II)		Lin ft	27,000	13^{00}	351,000
	Striping					5,000
	TOTAL					$1,621,931

9722

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

March 10, 1981

Mr. John Rose
Department of Transportation
5821 NE Glisan Street
Portland, OR 97213

Subject: N.E. Marine Drive
148th Avenue to Blue Lake Road
FAS-C A662

Find enclosed the "Federal Aid Project Request" and "Oregon State Highway Division-Project Classification" forms for the subject project. As stated in these forms, Multnomah County considers this project exclusionary with regard to further environmental documentation. The County also requests use of the 5-year advance on applicable FAS-C monies to fund the subject project.

This project is complementary to an earlier approved federal aid request for Marine Drive from I-205 to 148th Avenue. Review of that project indicates the need to modify the concept of the original request. The County now proposes to reconstruct the center portion of Marine Drive from 110th to 148th Avenue. This aspect of the Marine Drive project is included in this federal aid request.

If you have any questions, please contact the undersigned.

MA PDM PDE FFM SPC
ODOT - METRO

APR 21 1981

BM PAR PPC FILE T/A

Very truly yours,

OLIVER J. DOMREIS
County Engineer

RICHARD W. HUFSTADER
Environmental Coordinator

RWH:rj
Enclosure

AN EQUAL OPPORTUNITY EMPLOYER

1983 NE 100th Ave.-NE 152nd 9723
Ave. Sec., of the NE Portland Hwy.
(Sandy Blvd.) (gr., pav., sign., sig.)

9723

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE: 5/24/91**

COUNTY: Multnomah **AGREEMENT NO.: 7188** **PROJECT NO.: 1X - 9966 (3)(4)(6)**

CONTRACT NO.: C09723 **SECTION: NE 99th Avenue - NE 162nd Avenue**

PRELIMINARY ENGINEERING (Project No. 1X-9966(3), EA NO. C126-1903)

	Participating	Nonparticipating
Project Manager	$ 45,774.95	$ 71.01
Final Design	16,820.84	
R/W Descriptions	3,571.77	
Field Geology	2,586.14	
Traffic Engineering	11,252.67	
R/W Liaison	3,034.79	
Utility Liaison	2,169.17	
Program Section	300.49	
Specifications	2,885.71	
Environmental Services	2,381.01	
Technical Services	19.50	
Engineering By County	279.92	
Total	$ 91,076.96	$ 71.01
Less Federal Funds	-77,415.41	
Balance of Cost	$ 13,661.55	$ 71.01
Total County Share	$ 13,732.56	
Less Advance Deposits		
AD #891	$ -10,860.00	
AD #83-83	-2,640.00	
Balance Due From County	$ 232.56	

Right of Way (Project No. 1X-9966 (4), EA No. C126-2583

	Participating	Nonparticipating
Land Costs	$ 5,150.00	$
Appraisal Costs	3,439.72	
Grants to Local Governments	203.18	
Title Costs	515.02	
Negotiation Expenses	3,223.56	
Relocation Costs	351.69	
Program Section	52.37	
Office Expenses	932.77	82.03
R/W Descriptions	91.19	
Commercial Sign Relocation	1,142.01	
Total	$ 15,101.51	$ 82.03
Less Federal Funds (85%)	-12,836.28	
Balance of Cost	$ 2,265.23	$ 82.03
Total County Share	$ 2,347.26	
Less Advance Deposit	-2,310.00	
Balance Due From County	$ 37.26	

Construction (Project No. 14-9966 (6), EA No. C09723)

	Participating	Nonparticipating
Contract Payments	$ 532,924.54	$
Liquidated Damages	-6,260.00	6,260.00
SFO #1 Pavement Striping	5,950.64	
SFO #2 Signal Software	3,341.44	
SFO #3 Signal Controller Testing	7,900.00	
SFO #4 Relocate Service Pole	880.88	
SFO #5 UPRR Protection Costs	430.39	
Project Manager	54,961.57	1,189.41
Program Section	75.90	
Materials Testing	5,630.13	
Technical Services	4,736.31	41.97
Construction Section	462.76	
Training	965.38	
Accounting	8.79	
Engineering By County	458.69	
Total	$ 612,467.42	$ 7,491.38
Less Federal Funds	-523,478.17	
Balance of Cost	$ 88,989.25	$ 7,491.38
Total County Share	$ 96,480.63	
Less Advance Deposit	-79,650.00	
Balance Due From County	$ 16,830.63	

SUMMARY OF BALANCE DUE FROM COUNTY

Preliminary Engineering	$ 232.56
Right of Way	37.26
Construction	16,830.63
Total Due From County	$ 17,100.45

19723

METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: January 28, 1991

To: Susie Lahsene, Multnomah County

From: Bill Pettis, Senior Management Analyst

Re: Sandy Boulevard TSM -- 99th Avenue to 162nd Avenue

This Interstate Transfer project has an overdraw of $725.00. I have discussed with you covering this amount with Multnomah County funds and the question as to funding responsibility (county/state) for the project.

My research shows that Multnomah County has provided Interstate Transfer match and the state has provided hazard elimination match. The project is fully vouchered and continues to appear in the TIP only because of the overdraw.

Enclosed please find a County Resolution indicating that the County will provide the local match. If you still are not comfortable in covering the overdraw, it would be appreciated if you would contact the state to iron this out.

Please advise me of actions to be taken to clear up this matter.

BP:lmk

Attachment
CC: Ted Spence
    Marty Anderson

MGR. PROGRAM SECTION
Manager____ Admin____ Res____
Program____ Fiscal____ Local____

FEB 8 1991

Refer To __________
R/D____ D/R____ Act____
Discuss____ File____ Discard____

Recycled Paper

IX-9966 3, 4, 6

RECEIVED

MULTNOMAH COUNTY OREGON

DIVISION OF PLANNING AND DEVELOPMENT
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-3591

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
BARBARA ROBERTS

December 18, 1978

Mr. Bill Ockert
CRAG
527 S.W. Hall
Portland, Oregon 97201

#244

Subject: Sandy Blvd. TSM Project

Dear Mr. Ockert:

Enclosed is a County Resolution to provide the local match for the Sandy Blvd. TSM project. Since Regional Board action is needed to initiate preliminary engineering and implementation, please place this item on a future MSD Board agenda. The Board approval should include PE and construction approval, inclusion in the TIP (PE for this fiscal year) and approval of A-95 review. Contact Don Adams at ODOT for dollar specifics of PE.

Sincerely,

MULTNOMAH COUNTY DIVISION OF
ENVIRONMENTAL SERVICES

Bebe Rucker

Bebe Rucker,
Senior Planner

rm

Enc.Resolution

AN EQUAL OPPORTUNITY EMPLOYER

Dec 13 9 42 AM '78

file

In the Matter of Providing 15% Local Match)
for the Sandy Boulevard Transportation Systems) RESOLUTION
Management Project)

WHEREAS, CRAG has requested from local jurisdictions agreement to provide local matching funds for Transportation System Management projects which have been introduced; and

WHEREAS, Sandy Boulevard, between 99th and 162nd Avenues, has been identified as a problem transportation area due to lack of signals, high traffic volumes, poor neighborhood circulation, and poor transit circulation, a series of signal, intersection and turn bay improvements have been recommended which have an estimated total project cost of $413,000; and

WHEREAS, the improvements have been identified with the close cooperation of the Oregon Department of Transportation, the County and Cully/Parkrose, Columbia, and Wilkes/Rockwood Community planning groups;

NOW, THEREFORE, BE IT RESOLVED that the County will provide the 15% local match for the Sandy Boulevard project and requests the Oregon Department of Transportation to prepare the project application and preliminary engineering for the project.

December 7, 1978

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Donald E Clark
Chairman

APPROVED AS TO FORM:

JOHN B. LEAHY, County Counsel

xc Oliver Domreis
[illegible]
Bebe Rucker

9723

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-7-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM October 18, 1983
TO May 29,1 1987

FEDERAL AID PROJECT NO.
IX-HES-9966(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
41	57752.83 $~~57,429.33~~	38 57,617.[illegible]	90.00%	51,855.64	51,855.64	-0-
78	561,991.26	554,635.33	85.00%	471,440.03	471,440.03	-0-
[illegible] 178	214.71	214.71	85.00%	182.50	182.50	-0-
	$619,958.80	612,467.42		523,478.17	523,478.17	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
04/07/89

SIGNATURE OF AUTHORIZED OFFICIAL
R J Haack
Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NE 100TH AVE. - NE 152ND AVE. SECTION NORTHEAST PORTLAND HWY IN MULTNOMAH COUNTY					
	Type Code 1000 Roadway (Sta. 55+20-87+25 and Sta. 178+40 to Sta. 190+85)					
	Final Contract Payment Summary		All Required		$356,924.34	
SFO #1	Permanent Pavement Striping		All Required		5,950.64	
SFO #4	Relocate Service Pole		All Required		880.88	
SFO #5	UPRR Protection Costs		All Required		430.39	
					364,186.25	532,924.54
	Type Code Y031 Traffic Signals					
	Final Contract Payment Summary		Lump Sum		128,019.10	
SFO #2	State Furnished Software		All Required		2,439.25	
SFO #3	Controller Test & Turn-on		All Required		5,767.00	
					136,225.35	
	Type Code Y031 Traffic Signal 148th Avenue					
	Final Contract Payment Summary		Lump Sum		47,981.10	
SFO #2	State Furnished Software		All Required		902.19	
SFO #3	Controller Test & Turn-on		All Required		2,133.00	
	Total Participating Construction Costs				551,427.89	
	Construction Engineering					
	State Code 178		All Required		59,807.23	
	State Code 141		All Required		7,277.59	
	State Code 580		All Required		214.71	
	Liquidated Damages Code 178		All Required		[5,583.50]	
	Liquidated Damages Code 141		All Required		[676.50]	
	Total Participating Project Costs				612,467.42	
	Non-Participating Project Costs					
	Credit for Liquidated Damages				6,260.00	
	Construction Engineering Code 141		All Required		135.45	
	Code 178		All Required		1,095.93	
	Total Non-Participating Project Costs				7,491.38	
	Total Project Costs				$619,958.80	
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE		ACTIVE BEG	YRS END
NE 100TH AVE-152ND AVE	CONT NO 9723	FA PROJ NOS X10 9966006	89 HES 9966006			11 X10 9966006		const	STATE	
	126	1010	201	00 P 1		247,881.35	485,166.08		84	85
	126	1010	201	00 P 2		6,845.53	47,981.10		84	85
	126	1010	203	00 P 1		5,583.50CR	5,583.50CR	liquid	84	85
	126	1010	203	00 P 2		676.50CR	676.50CR	liquid	84	84
	126	1010	203	00 N 1		6,260.00	6,260.00		85	85
	126	1010	210	02 P 1		2,439.25	2,439.25	st	84	84
	126	1010	210	02 P 2		902.19	902.19	sfod 1	84	84
	126	1010	270	01 P 1	14.23CR	5,950.64	5,950.64		84	85
	126	1010	270	03 P 1		5,767.00	5,767.00	sfod 3	84	84
	126	1010	270	03 P 2		2,133.00	2,133.00	sfod 4	84	84
	126	1010	285	04 P 1			880.88		84	84
	126	1010	296	00 N 9	108.90CR	265,606.43CR	~~585,016.99CR~~		83	85
	126	1010	297	00 N 9		36,278.37	~~79,673.12~~		83	84
	126	1010	298	00 N 9	108.90	229,328.06	~~[illegible]~~		83	85
	126	1010	900	00 P 1	32.56CR	9,479.80CR	24,630.66		83	85
	126	1010	900	00 P 2	4.02CR	1,333.37	5,526.50	PM	83	85
	126	1010	900	00 P 3		20,453.56	20,453.56		85	85
	126	1010	900	00 N 1			1,058.58	PM N.P.	83	84
	126	1010	900	00 N 2			130.83		83	84
	126	1010	903	00 P 1			408.23	County	84	84
	126	1010	903	00 P 2			50.46		84	84
	126	1010	920	00 P 1	.06CR	14.02	67.55	Program	83	85
	126	1010	920	00 P 2	.01CR	1.73	8.35		83	85
	126	1010	928	00 N 1	.04CR	9.36	37.35	tech N.P.	84	85
	126	1010	928	00 N 2		1.16	4.62		84	84
	126	1010	940	00 P 1	44.12	1,215.36	2,264.41	mat'l	84	85
	126	1010	940	00 P 2	5.45	150.21	279.86		84	85
	126	1010	941	00 P 1	3.56CR	1,001.12	2,732.59		84	85
	126	1010	941	00 P 2	.44CR	122.63	232.78		84	85
	126	1010	944	00 P 1			3,837.70	tech	83	84
	126	1010	944	00 P 2			474.34		83	84
	126	1010	945	00 P 1	.85CR	187.64	301.20	const	83	85
	126	1010	945	00 P 2	.11CR	23.18	37.22		83	85
	126	1010	946	00 P 1	9.73CR	2,247.03	2,511.90	pm	84	85
	126	1010	946	00 P 2	1.20CR	277.74	310.42		84	85
	126	1010	948	00 P 1	.13CR	27.66	1,376.12	pm	83	85
	126	1010	948	00 P 2	.01CR	3.42	79.90		83	85
	126	1010	950	00 P 1			859.18	train	84	84
	126	1010	950	00 P 2			106.20		84	84
			TOT	P1	17.00CR	251,667.77	533,609.90			
			TOT	P2	.34CR	11,116.50	57,545.88			
			TOT	P3		20,453.56	20,453.56			
			TOT	N1	.04CR	6,269.36	7,355.93			
			TOT	N2		1.16	135.45			
			** JOB TOTALS **		17.38CR**	259,508.35 **	619,100.72 **			
NE PRLD HWY-NE 72ND	CONT NO	FA PROJ NOS HES 9966008 100							STATE	
	126	1014	270	01 P 1	13,451.16	42,435.18	42,435.18		85	85

→ Jerry, ←
← # →

$10,900 Account

04909

5-22-91

126-1010

```
PAGE      1

                          JOB COST SUMMARY RUN ON  05-22-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 05/18/91
                            FOR EXPENDITURE ACCOUNT C09723

                                             CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------        ----------
C09723    000    010      001        0821                                     124.34
OBJ-DETAIL 001                                                                124.34

ACTIVITY   010                                                                124.34 SUBTOTAL -const

C09723    000    899      001        0521                                       5.39
OBJ-DETAIL 001                                                                  5.39 account

C09723    000    899      504        8019                                       4.80
OBJ-DETAIL 504                                                                  4.80 -pm

C09723    000    899      555        0521                                       3.16
OBJ-DETAIL 555                                                                  3.16 -account

ACTIVITY   899                                                                 13.35 SUBTOTAL

C09723    000    900      001        1083                                      42.96
C09723    000    900      001        8051                                      24.68
OBJ-DETAIL 001                                                                 67.64

ACTIVITY   900                                                                 67.64 SUBTOTAL -pm

C09723    000    901      001        7363                                     160.63
C09723    000    901      001        7364                                      36.51
C09723    000    901      001        7612                                     176.78
OBJ-DETAIL 001                                                                373.92

C09723    000    901      504        7363                                      26.50
C09723    000    901      504        7612                                      23.85
OBJ-DETAIL 504                                                                 50.35

ACTIVITY   901                                                                424.27 SUBTOTAL -tech

C09723    000    940      001        8221                                      20.49
OBJ-DETAIL 001                                                                 20.49

ACTIVITY   940                                                                 20.49 SUBTOTAL  mat'l

SUB-JOB    000 SUBTOTAL                                                       650.09

C09723    010    899      299        8019                                   7,355.93 ***
OBJ-DETAIL 299                                                              7,355.93

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
                              JOB COST SUMMARY RUN ON  05-22-91
                           EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                  PAYROLL CHARGES ARE LOADED
                                CHARGES ARE CURRENT TO 05/18/91
                                 FOR EXPENDITURE ACCOUNT C09723

                                                CREW   MSA         CURRENT        BALANCE TO
EA           SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--           ------ -------- ---------- ------ -----       -------        -----------
ACTIVITY      899                                                            7,355.93 SUBTOTAL

SUB-JOB       010 SUBTOTAL                                                   7,355.93

C09723    011     899        199        0521                                      .24
OBJ-DETAIL 199                                                                    .24-account

C09723    011     899        299        8019                               533,609.90 ***
OBJ-DETAIL 299                                                             533,609.90

C09723    011     899        300        0521                                  -222.64
OBJ-DETAIL 300                                                                -222.64-contract

C09723    011     899        336        8019   SF05                            430.39
OBJ-DETAIL 336                                                                 430.39 SFO#5

C09723    011     899        598        0631                                20,238.85
OBJ-DETAIL 598                                                              20,238.85

ACTIVITY      899                                                          554,056.74 SUBTOTAL

SUB-JOB       011 SUBTOTAL                                                 554,056.74

C09723    020     899        299        8019                                   135.45 ***
OBJ-DETAIL 299                                                                 135.45

ACTIVITY      899                                                              135.45 SUBTOTAL

SUB-JOB       020 SUBTOTAL                                                     135.45

C09723    021     899        299        8019                                57,545.88 ***
OBJ-DETAIL 299                                                              57,545.88

ACTIVITY      899                                                           57,545.88 SUBTOTAL

SUB-JOB       021 SUBTOTAL                                                  57,545.88

C09723    031     899        299        8019                                20,453.56 ***
OBJ-DETAIL 299                                                              20,453.56

C09723    031     899        598        0631                               -20,238.85
OBJ-DETAIL 598                                                             -20,238.85

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
                  JOB COST SUMMARY RUN ON  05-22-91
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                 CHARGES ARE CURRENT TO 05/18/91
                  FOR EXPENDITURE ACCOUNT C09723

                                          CREW   MSA       CURRENT     BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH          DATE
--       ------ -------- ---------- ------ -----       -------     ----------
ACTIVITY   899                                                         214.71 SUBTOTAL

SUB-JOB    031 SUBTOTAL                                                214.71

EA         C09723 TOTAL                                            619,958.80


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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97-3

ic cc: OSHD (J. W. Rulien) 3 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5/22/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IX-HES-9966(6)
COMPLETION DATE (Actual) 10/10/85	ACCEPTANCE DATE BY CONRTACT AGENCY 10/22/85	TIME ELAPSED 240 %	CONTRACT TIME 30 Calendar Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. E. 100TH AVENUE - N. E. 152ND AVENUE
N. E. PORTLAND HIGHWAY (SANDY BLVD.
Grading, Paving, Signs and Signals

This project provided for widening and a 2" overlay of Sandy Blvd. between 100th Avenue and 112th Avenue, and the reconstruction of the intersection of Sandy Blvd. and 148th Street. Also, about a 3 block section of 148th Ave. was reconstructed on new alignment coming into Sandy Blvd.

The contract was awarded to Cascade Construction Company on 10/18/83. Work started 1/5/84 and was completed 10/10/84. The 42 calendar day time extension which negated the necessity for liquidated damages is non-participating because it was caused by utility relocation delays. The final project cost of $630,119 overran the original authorization by 7% due to overruns in underestimated bid items. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
AUG 14 '87
REFER TO
FOR
Info Inves R/D D/R

5

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 5-26-87	TITLE District Engineer	DATE 5/29/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9723

7-25-86

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**	STATE VOUCHER NO. FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* TREASURER OF THE STATE OF OREGON	PAID BY
ADDRESS CAPITOL BUILDING SALEM, OREGON 97310	*(For use of Paying Office)*

STATE OREGON		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 6-1-82	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO.
	TO 7-9-86	☒ FINAL VOUCHER (*)	IX-9966(4)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
580 ROW	$14,531.48	$14,171.53	85%	$12,045.80	$12,045.80	-0-
	$14,531.48	$14,171.53	85%	$12,045.80	$12,045.80	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	7-25-86	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	N.E. 99th AVE. - N.E. 162nd AVE. SECTION					
	MULTNOMAH COUNTY					
	Type Code ROW					
	Right-of-Way					
	Right-of-Way	All Required			$ 5,150.00	
	Acquisition Expense	All Required			$ 9,021.53	
	TOTAL PARTICIPATING COSTS				**$14,171.53**	
	Non--Participating Costs					
	Acquisition Expense	All Required			$ 359.95	
	TOTAL COSTS				**$14,531.48**	
	Totals are as of the FHWA Billing Voucher Dated 7-9-86.					
	Revised Right-of-Way Plans were approved by FHWA on 3-19-86.					
	Participating Right-of-Way Costs are for Right-of-Way actually incorporated into the final project, and all costs have been previously certified by the Right-of-Way Engineer.					
	Prepared based on Participating Cost on the Federal Billing as of July 31, 1986.					
	AMOUNT CARRIED FORWARD					

GPO 944 891

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

DESCRIPTION		FREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	126	2545	420	00	P	1			150.00CR	
	126	2545	420	00	N	1			25.00CR	
	126	2545	427	00	P	1			433.24	
	126	2545	429	00	N	1			43.50CR	
	126	2545	430	00	P	1			19.04	
	126	2545	707	00	P	2			451.34	
	126	2545	707	78	P	2			447.00	
	126	2545	712	00	P	1			260.00	
	126	2545	712	00	P	2			1,280.00	
	126	2545	713	00	P	2			7,780.45	
	126	2545	717	00	P	1			645.00	
	126	2545	717	00	P	2			240.00	
	126	2545	717	02	P	2			2,655.00	
	126	2545	718	00	P	2			3,762.50	
	126	2545	903	00	P	1			194.81	
	126	2545	930	00	P	1			112.32	
			TOT		P1				4,989.34	
			TOT		P2				16,616.29	
			TOT		N1				116,489.59	
			** JOB TOTALS **				**	**	138,095.22 **	
NE 99TH AV-NE 162 AV	CONT NO		FA PROJ NOS X10 9966004 100							STATE
	126	2583	296	00	N	9		466.97CR	~~13,484.63~~CR	
	126	2583	297	00	N	9		139.34	~~2,849.32~~	
	126	2583	298	00	N	9		327.63	~~11,435.31~~	
	126	2583	401	00	P	1			5,150.00	- land
	126	2583	407	00	P	1	83.02	83.02	3,347.30	- Appraisal
	126	2583	409	00	P	1		2.40	203.18	- grants to local
	126	2583	412	00	P	1		9.00	515.02	- title
	126	2583	414	00	P	1			2,957.99	- negotiation
	126	2583	415	00	P	1			350.29	- relocation
	126	2583	430	00	P	1			45.09	- appraisal
	126	2583	920	00	P	1			4.69	- Program
	126	2583	930	00	P	1		338.10	932.77	- office
	126	2583	930	00	N	1	.37CR	82.03	82.03	- office A.P.
			TOT		P1		83.02	432.52	13,536.33	
			TOT		N1		.37CR	82.03	82.03	
			** JOB TOTALS **				82.65 **	514.55 **	13,618.36 **	
NE PRTLD HWY @ NE 158TH AV	CONT NO		FA PROJ NOS HES 9966007 100							STATE
	126	2597	296	00	N	9	581.81CR	1,286.56CR	1,286.56CR	
	126	2597	298	00	N	9	581.81	1,286.56	1,286.56	
	126	2597	407	00	P	1	1,416.57	2,838.08	2,838.08	
	126	2597	430	00	P	1	83.02	83.02	83.02	
	126	2597	920	00	P	1	.03CR	7.97	7.97	
			TOT		P1		1,499.56	2,929.07	2,929.07	
			** JOB TOTALS **				1,499.56 **	2,929.07 **	2,929.07 **	

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                      JOB COST SUMMARY RUN ON  05-22-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 05/18/91
                        FOR EXPENDITURE ACCOUNT C1262583

                                          CREW   MSA       CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD      MONTH           DATE
--        ------ -------- ---------- ------ -----     -------       ----------
C1262583 000    407      001        7730                                 47.33
OBJ-DETAIL 001                                                           47.33

ACTIVITY   407                                                           47.33 SUBTOTAL appraisal

C1262583 000    414      001        7730                                265.57
OBJ-DETAIL 001                                                          265.57

ACTIVITY   414                                                          265.57 SUBTOTAL-negotiation

C1262583 000    470      550        7730                                  1.40
OBJ-DETAIL 550                                                            1.40

ACTIVITY   470                                                            1.40 SUBTOTAL - relocation

C1262583 000    910      504        7111                                  2.80
OBJ-DETAIL 504                                                            2.80

ACTIVITY   910                                                            2.80 SUBTOTAL - RW desc

C1262583 000    920      001        0631                                 17.68
OBJ-DETAIL 001                                                           17.68

ACTIVITY   920                                                           17.68 SUBTOTAL-Program

SUB-JOB    000 SUBTOTAL                                                 334.78

C1262583 010    899      299        0100                                 82.03 ***
OBJ-DETAIL 299                                                           82.03

ACTIVITY   899                                                           82.03 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                  82.03

C1262583 011    899      299        0100                             13,536.33 ***
OBJ-DETAIL 299                                                       13,536.33

ACTIVITY   899                                                       13,536.33 SUBTOTAL

C1262583 011    910      001        7111                                 88.39
OBJ-DETAIL 001                                                           88.39

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                  JOB COST SUMMARY RUN ON  05-22-91
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 05/18/91
                    FOR EXPENDITURE ACCOUNT C1262583

                                       CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----         -------         ----------
ACTIVITY   910                                                                88.39 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                   13,624.72

EA         C1262583 TOTAL                                                 14,041.53

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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R/W Base

```
                          JOB COST SUMMARY RUN ON  05-22-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 05/18/91
                            FOR EXPENDITURE ACCOUNT R53731

                                            CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----         -------        ----------
R53731    000    151      001        3102                                    427.29
OBJ-DETAIL 001                                                               427.29

R53731    000    151      420        3102                                    277.92
OBJ-DETAIL 420                                                               277.92

R53731    000    151      438        3102                                      1.21
OBJ-DETAIL 438                                                                 1.21

R53731    000    151      550        3102                                    132.00
OBJ-DETAIL 550                                                               132.00

ACTIVITY   151                                                               838.42 SUBTOTAL

R53731    000    199      001        3103                                    215.59
OBJ-DETAIL 001                                                               215.59

R53731    000    199      550        3103                                     88.00
OBJ-DETAIL 550                                                                88.00

ACTIVITY   199                                                               303.59 SUBTOTAL

R53731    000    899      299        3102                                           ***
R53731    000    899      299        3102
R53731    000    899      299        3103                                           ***
R53731    000    899      299        3103
OBJ-DETAIL 299

ACTIVITY   899                                                                      SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                    1,142.01

EA         R53731 TOTAL                                                    1,142.01

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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Commercial sign relocation

9723

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-7 & 10

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Multnomah

Project Number IX-HES-9966(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 26, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 611,507.00	$ 611,507.00
Federal funds	453,163.00 (178) $ 51,756.00 (141) 17,735.00 (580)	470,898.00 (178) $ 51,756.00 (141)
Other revisions		

This modification is made for the following reasons: to utilize Appn Code 178 in [illegible] place of Appn Code 580.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of May, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 26, 1985

FEDERAL AID PROJECT NO. IX-HES-9966(6)

NE 100TH AVE.-NE 152ND AVE. SECTION
NORTHEAST PORTLAND HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 55+20 to STA. 87+25 and Sta. 178+40 to Sta. 190+85)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Treated Base	$ 13.00	4,600	$ 59,800.00	5,850	$ 76,050.00	
Subtotals			$ 59,800.00		$ 76,050.00	
					Increase	$ 16,250.00
			Subtotal from estimate of October 3, 1983			334,403.20
					Subtotal	$350,653.20
					Engineering	49,759.80
					Total	$400,413.00

TYPE CODE Y031
TRAFFIC SIGNALS

Total as on estimate of October 3, 1983	$153,587.00

TYPE CODE Y031
TRAFFIC SIGNAL 148TH AVE. (HES FUNDED)

TOTAL as on estimate of October 3, 1983	$ 57,507.00

Length of Roadway ------------------------ 0.843 mile
Cost of Roadway Per Mile ----------------- $474,985.77

SUMMARY OF FUNDS (95%)

Description	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds	County Funds
Roadway	178	85%	$ 400,413.00	$ 340,350.00	$ ---	$ 60,063.00
Traffic Signal	178	85%	153,587.00	130,548.00	---	23,039.00
Traffic Signal	141	90%	57,507.00	51,756.00	5,751.00	---
Total			$ 611,507.00	$ 522,654.00	$ 5,751.00	$ 83,102.00

Group 1: 89%; Group 2: 11%
Contract No. 9723
Prefix: 126-1903
Prefix: 126-1010
DDB:bkb

9723

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-2	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County MULTNOMAH
MODIFICATION NUMBER 1	12-21-84	Project Number IX-HES-9966(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 26, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 590,642	$ 611,507
Federal funds	$ 453,163 (178) 51,756 (141)	$ 453,163 (178) 51,756 (141) 17,735 (580)
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Potter

Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 10, 1984

FEDERAL AID PROJECT NO. IX-HES-9966(6)

NE 100TH AVE.-NE 152ND AVE. SECTION
NORTHEAST PORTLAND HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 55+20 to Sta. 87+25 and Sta. 178+40 to Sta. 190+85)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Treated Base	$ 13.00	4,600	$ 59,800.00	5,850	$ 76,050.00	
SUBTOTALS			$ 59,800.00		$ 76,050.00	
					Increase	$ 16,250.00
			SUBTOTAL from Estimate of October 3, 1983			334,403.20
					SUBTOTAL	$ 350,653.20
					Engineering	49,759.80
					TOTAL	$ 400,413.00

TYPE CODE Y031
TRAFFIC SIGNALS

TOTAL as on Estimate of October 3, 1983	$ 153,587.00

TYPE CODE Y031
TRAFFIC SIGNAL 148TH AVE. (HES FUNDED)

TOTAL as on Estimate of October 3, 1983	$ 57,507.00

Length of Roadway ------------------	0.843 mile
Cost of Roadway Per Mile -----------	$474,985.77

SUMMARY OF FUNDS (95%)

DESCRIPTION	APPN CODE	PRO RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Roadway	580	85%	$ 20,865	$ 17,735	$ ---	$ 3,130
Roadway	178	85%	379,548	322,615	---	56,933
Traffic Signal	178	85%	153,587	130,548	---	23,039
Traffic Signal	141	90%	57,507	51,756	5,751	---
TOTAL			$611,507	$522,654	$ 5,751	$83,102

Group 1: 89%; Group 2: 11%
Contract No. 9723
Prefix: 126-1903
Prefix: 126-1010

WH:pf

5

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-222 & 10-223	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10 [illegible]	State OREGON County MULTNOMAH Project No. IX-HES-9966(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. 100th Ave.-N.E. 152nd Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-31-83	0.843

OTHER *(Specify)*

FUNDS PRO RATA 85.0% & 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 533,135.00 (178)	$ 453,163.00 (178)
$ 57,507.00 (141)	$ 51,756.00 (141)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By Gary A. Potter	
Manager, Program Section *(Title)*	
XX FOR: H. S. Coulter, P.E.	By *(Division Administrator)*
State Highway Engineer *(Title)*	For: Dale E. Wilken
By	Date executed by Division Administrator 10-26-83
(Title)	

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 3, 1983

FEDERAL AID PROJECT NO. IX-HES-9966(6)

N.E. 100TH AVE.-N.E. 152ND AVE. SECTION
NORTHEAST PORTLAND HWY. IN MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 55+20 to Sta. 87+25 and Sta. 178+40 to Sta. 190+85)

Mobilization	(59%)	All Required		$ 9,617.00
Temporary Protection and Direction of Traffic	(95%)	All Required		5,622.00
Temporary Signs	232	Sq. Ft.	9.00	2,088.00
Temporary Barricades	17	Each	56.00	952.00
Flagmen	484	Hour	15.30	7,405.20
Clearing and Grubbing		All Required		6,488.00
Removal of Structures and Obstructions		All Required		18,026.00
Embankment in Place	5,479	Cu. Yds.	8.00	43,832.00
Trench Excavation	73	Cu. Yds.	41.00	2,993.00
Finishing Roadbed and Slopes		All Required		3,182.00
Watering	23	M-Gal.	43.00	989.00
Aggregate Shoulders	660	Ton	12.20	8,052.00
Treated Base	4,600	Ton	13.00	59,800.00
Class "B" or Class "C" Asphalt Concrete	4,700	Ton	24.50	115,150.00
12-inch Culvert Pipe	36	Lin. Ft.	6.50	234.00
18-inch Culvert Pipe	88	Lin. Ft.	9.50	836.00
12-inch Sewer Pipe	168	Lin. Ft.	15.00	2,520.00
Extra for Pipe Under Pavement	56	Lin. Ft.	9.00	504.00
Concrete Inlets, Type G-1	1	Each	404.00	404.00
Concrete Inlets, Type G-2MA	3	Each	500.00	1,500.00
Concrete Walks	218	Sq. Yd.	15.00	3,270.00
Concrete Driveways	256	Sq. Yd.	18.00	4,608.00
Concrete Curbs	806	Lin. Ft.	5.00	4,030.00
Extra for Asphalt Approaches	30	Each	121.00	3,630.00
Adjusting Manholes	30	Each	112.00	3,360.00
Roadside Seeding and Mulching	1	Acre	1,100.00	1,100.00
Well Abandonment	1	Each	2,000.00	2,000.00
Removal of Existing Sign Installation		All Required		642.00
Wood Sign Posts		All Required		2,244.00
Type "C" and "D" Signs in Place	89	Sq. Ft.	8.00	712.00
Type "EE" Signs in Place	7	Sq. Ft.	11.00	77.00
Type "T" Signs in Place	36	Sq. Ft.	14.00	504.00
Type "U" Signs in Place	68	Sq. Ft.	20.00	1,360.00
Move and Reinstall Existing Signs		All Required		1,632.00
				$319,403.20

ANTICIPATED ITEMS

Railroad Protective Costs	All Required		$ 2,000.00
Permanent Pavement Striping	All Required		13,000.00
			$ 15,000.00
	SUBTOTAL		$334,403.20
	Engineering		45,144.80
	TOTAL		$379,548.00

TYPE CODE Y031
TRAFFIC SIGNALS

Mobilization	(30%) All Required		$ 4,890.00
Traffic Signal Installation, Complete	(78%) All Required		123,129.10
			$128,019.10

ANTICIPATED ITEMS

State Furnished Traffic Signal Program	(73%) All Required		$ 2,044.00
Signal Controller Testing	(73%) All Required		5,256.00
			$ 7,300.00
	SUBTOTAL		$135,319.10
	Engineering		18,267.90
	TOTAL		$153,587.00

TYPE CODE Y031
TRAFFIC SIGNAL 148TH AVE. (HES FUNDED)

Mobilization	(11%) All Required		$ 1,793.00
Temporary Protection and Direction of Traffic	(5%) All Required		298.00
Temporary Signs	10 Sq. Ft.	9.00	90.00
Flagmen	16 Hour	15.30	244.80
Traffic Signal Installation, Complete	(27%) All Required		49,540.90
			$ 47,966.70

ANTICIPATED ITEMS

State Furnished Traffic Signal Program	(27%) All Required		$ 756.00
Signal Controller Testing	(27%) All Required		1,944.00
			$ 2,700.00
	SUBTOTAL		$ 50,666.70
	Engineering		6,840.30
	TOTAL		$ 57,507.00

Length of Project --------------- 0.843 mile
Cost of Roadway Per Mile -------- $450,234.88

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	PRO RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Roadway	178	85%	$379,548	$322,615	$ ---	$56,933
Traffic Signal	178	85%	153,587	130,548	---	23,039
Traffic Signal	141	90%	57,507	51,756	5,751	---
TOTAL			$590,642	$504,919	$ 5,751	$79,972

Group 1: 89%; Group 2: 11%
Contract No. 9723
Prefix: 126-1903
Prefix: 126-1010

DAR:pf

N.E. 100TH AVE.-N.E. 152ND AVE. SECTION

NONPARTICPATING STATE WORK

Single Mailbox Supports	1 Each	$ 76.00

April 1, 1985

CON 5

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Re: Time Extension Request
NE 100th Ave.-NE 152nd Ave.
Contract No. 9723
IX-HES-9966(6)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of an additional 41 calendar days is granted for completion of phase "a" of the contract due to delay in utility pole relocation work.

A contract time adjustment of an additional one calendar day is granted for phase "b" of the contract due to late completion of the sanitary sewer work by the City of Portland.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Gary Kennen w/att.
FHWA w/att.
Bruce Walton: NOTE: This time extension is FHWA N-P.

TE/146

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E. 100th Avenue- N.E. 152nd Avenue

WEEK ENDING: March 9, 1985

SECTION PREFIX: 126-1010

HIGHWAY: NE Ptld Fwy(Sandy Blv)

COUNTY: Multnomah

NAME OF JOB: NE 100th Ave-NE 152nd Ave.

KIND OF WORK: Grading,Paving,Signing and Signals

CONTRACTOR: Cascade Construction Co., Ind.

CONTRACT NUMBER: 9723

FEDERAL AID PROJECT NUMBER: IX-HES-9966(6)

DATE OF CONTRACT: October 18, 1984

DATE WORK STARTED: January 5, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 30, 1984

PERCENT OF TIME ELAPSED: 141

PROJECT AUTHORIZATION: $ 590,727.78

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 543,885.93

ENGINEERING AUTHORIZATION $ 46,841

This Week 0

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 547,691.36

ENGINEERING COST TO DATE: $ 66,758

DATE PROJECT WAS COMPLETED: "A"8-10-84 "B"10-16-84

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 0.7 %

PERCENT OF AUTHORIZATION: 143 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5479 CY	5260 Ton			4700 Ton
TOTAL QUANTITIES CORRECTED TO DATE	5324 CY	7367 Ton			5490 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5324 CY	7367 Ton			5490 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Signs	Traffic Signals						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Rain			
MONDAY 4	Showers			
TUESDAY 5	Showers			
WEDNESDAY 6	Part Cloudy			
THURSDAY 7	Clear			
FRIDAY 8	Clear			
SATURDAY 9				

CE F CAE .... RECEIVED LS...... TC......
COE.... OM.... SA...... CC......
OE .... MAR 11 1985 FE ...... CP ......
CA...... ...... FQC ....
CAM .... CONSTRUCTION CCS............
EEO.... .... SECTION FILE. ....

CONTR. NO: 9723 DATE: 3-9-85

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	3	No activity.
MONDAY	4	No activity.
TUESDAY	5	No activity.
WEDNESDAY	6	No activity.
THURSDAY	7	No activity.
FRIDAY	8	No activity.
SATURDAY	9	

REMARKS

STATUS: Project work completed. Third Notification has been issued. Semi-final has been submitted.

FINAL REPORT

VISITORS: None.
NEXT WEEK: No activity planned.

Robert Stevens
SIGNED Gary Kennen, Project Manager LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON
PORTLAND, OREGON 97214
(503) 248-5000

DENNIS BUCHANAN
COUNTY EXECUTIVE

December 6, 1984

Dear Property Owner(s):

As you are probably aware, construction of the 102nd Avenue trunk sewer is nearing completion. Construction crews will soon begin installing branch sewer lines, extending from the trunk sewer in the street to the curb line in front of individual properties. Connection to the sewer system will then be possible.

You may connect either as a resident of the Central County Service District or you may choose to annex to the City of Portland. The costs of connection are less if you are a resident of Portland, and in addition, the monthly service fee is also lower inside the City of Portland. If you live in the City of Maywood Park, the house branch will be constructed now, but you will not be able to connect until Maywood Park either joins the Central County Service District or disincorpoates and annexes to Portland.

Attached is information on the cost of connecting to the sewer. The only costs not shown are those associated with the work you must do on your property to remove your cesspool from service and re-route the plumbing. The costs shown are for a 7,000 square foot lot. Costs vary with the size of the lot, so yours may be more or less, depending on the size of your property.

If you have questions regarding this letter, please call me at 248-3297 or contact either Judith Mandt with the Central County Service District at 248-3596 or Jane Whitcher with the City of Portland's Bureau of Environmental Services at 796-7009.

Sincerely,

Burke Raymond

Burke Raymond
Sewer Development Manager

BR/JM:slr

Attachment

NOTED
E. S. HUNTER
12-24-84

Cy Ed Hardt.
12/26
ESH

RECEIVED
[illegible] HWY ENGR

DEC 20 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

AN EQUAL OPPORTUNITY EMPLOYER

SEWER CONNECTION COSTS FOR A 7,000 SQUARE FOOT LOT (70' X 100')
(as of November 20, 1984)

	Service District	Portland
Sewer Connection Fee	$ 1,100	$ 700
Trunk Sewer Charge	-0-	336
Direct (Collector) Sewer Charge	3,636	2,800
Branch Sewer Charge	-0-	500
TOTAL	$ 4,736	$ 4,336
Financing		
Amount due at time of connection	$ 1,100	-0-
Amount that can be financed	3,636	$ 4,336
Equivalent monthly payment*	$ 36	$ 42
Connection required?	yes	no
Pay monthly user fee if within 100 feet of sewer and not connected?	yes	yes
Monthly user charge	$ 14.00	$ 6.35

* Based on a 10% interest rate and a conventional, 20 year level payment schedule. Bancroft Bond payments are actually made semi-annually.

9723 CL 84-116

bc: Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 12 1984
NORMA PAULUS
SECRETARY OF STATE

July 10, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9723

Patrick J. Furrer
Attorneys & Counselors at Law
PO Box 23414
Tigard, OR 97223

Attention: Michael J. Scott

Gentlemen or Ladies:

This will acknowledge your two letters and Notice of Claim dated June 27, 1984, filed on behalf of Power Rental Co., dba Power Rents, Inc., concerning the following Highway Division contract:

FILED BY:	Power Rental Co., dba Power Rents, Inc.
AMOUNT:	$4,384.70 plus interest
FOR:	Equipment rental
AGAINST (Prime contractor)	Cascade Construction Company, Inc.
SUBCONTRACTOR:	G. F. Webb, Inc.
CONTRACT NO.:	9723
PROJECT:	NE 100th Avenue-NE 152nd Avenue Section, Northeast Portland Highway, Multnomah County
SURETY:	The Travelers Indemnity Company
AGENT:	Don Reger & Company

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
7-20-84 Kjm

cc: Cascade Construction Company, Inc.
The Travelers Indemnity Company
Don Reger & Company

731-0188

LAW OFFICES OF
PATRICK J. FURRER
ATTORNEYS & COUNSELORS AT LAW
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

June 28, 1984

CERTIFIED MAIL, Receipt No. P707 907 374
RETURN RECEIPT REQUESTED

Clerk or Auditor
State of Oregon Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Project/Contract Name: 100th-152nd Avenue Section of N.E. Portland Hwy. (cka Sandy Blvd.) No. 9723
Prime Contractor for Project: Cascade Construction Company, Inc.
Subcontractor for Project: Tice Electric Company
Claimant's Contract with: G. F. Webb, Inc.
Surety: U.S. Fidelity & Guaranty Co.
Bond No.: 76-0120-12121-83-7
Claimant: Power Rental Co., dba Power Rents, Inc.
Amount: $4,384.70

Dear Ladies and Gentlemen:

Enclosed please find a copy of the Notice of Claim on the above project which has been filed on behalf of my client Power Rental Co., dba Power Rents, Inc.

Very truly yours,

Michael J. Scott

MJS:kd
Enc.
cc Power Rents, Inc.

claim identical
to other claim
except surety
name & bond #
different

RECEIVED
JUL 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

June 27, 1984

TO:

Norma Paulus
Secretary of State
State Office Bldg.
Salem, Oregon 97301

Cascade Construction Company, Inc.
John D. Mosser, Reg. Agent
1001 S.W. Fifth Avenue
Suite 1300
Portland, Oregon 97204

Tice Electric Company
John W. McKinnon, Reg. Agent
2139 S.E. Belmont
Portland, Oregon 97214

Don Reiger & Co.
Attn: Nancy
200 S.W. Market
Portland, Oregon

Clerk or Auditor
State of Oregon Dept. of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

G. F. Webb, Inc.
Millard M. Becker, Reg. Agent
414 Commonwealth Bldg.
Portland, Oregon 97204

Traveler's Indemnity Company
Attn: Nelson Smith
707 S.W. Washington
Portland, Oregon 97205

NOTICE OF CLAIM

Project/Contract Name:	100th-152nd Avenue Section of N.E. Portland Hwy. (cka Sandy Blvd.) No. 9723
Prime Contractor for Project:	Cascade Construction Company, Inc.
Subcontractor for Project:	Tice Electric Company
Claimant's Contract with:	G. F. Webb, Inc.
Surety:	Traveler's Indemnity Company
Bond No.:	661F-5758
Claimant:	Power Rental Co., dba Power Rents, Inc.
Amount:	$4,384.70

NOTICE IS HEREBY GIVEN that the undersigned, Power Rental Co., dba Power Rents, Inc. an Oregon corporation, has a claim for certain equipment rented to G. F. Webb, Inc. for and used in the construction of the project described herein, which claim is in the total sum of $4,384.70, as shown on Exhibit "A" attached hereto and incorporated by this reference herein, together with lawful interest thereon, against the bond taken from Cascade Construction Co., the prime contractor on the project, and furnished by Traveler's Indemnity Company, Bond No. 661F-5758 for work on the 100th-152nd Avenue Section of N.E. Portland Highway (cka Sandy Blvd.) in Multnomah County, Oregon.

Said pieces of equipment were furnished and provided by Power Rental Co., dba Power Rents, Inc. to G. F. Webb, Inc., a subcontractor of Tice Electric who is a subcontractor of Cascade Construction Co., the prime contractor on the project; and were used in the construction of the above public works project. Said project has not yet been finally accepted by the public body. Claimant's performance was complete on April 4, 1984.

Demand is hereby made for payment of the above-stated indebtedness in the sum of $4,384.70, together with lawful interest. You and each of you are hereby notified that, unless the amount due and owing is paid forthwith, suit will be instituted upon the bond.

DATED this 27 day of June, 1984.

POWER RENTAL CO., dba POWER RENTS, INC.

By: James W. Hamilton

James W. Hamilton
Its Credit Manager

RECEIVED
JUL 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXHIBIT A

AGREEMENT NUMBER	EQUIPMENT	RENTAL PERIOD	AGREEMENT PRICE	REASONABLE RENTAL VALUE
53560	580 Backhoe w/30" bucket (on) w/12"bucket	2/24/84-4/4/84	$2,534.00	$2,534.00
	Delivery charge (one way)	1/24/84	24.50	24.50
	Fuel	1/24/84	16.20	16.20
60-1	580 Backhoe w/30" bucket (on)	1/24/84-2/23/84	1,700.00	1,700.00
	12" Bucket	1/24/84-2/23/84	110.00	110.00
	TOTAL AGREEMENT PRICE		**$4,384.70**	
	TOTAL REASONABLE VALUE			**$4,384.70**

AGREEMENT RENTAL RATES	REASONABLE RENTAL RATES
580 Backhoe w/30" bucket	580 Backhoe w/30" bucket
$1,700/month	$1,700/month
$425/week	$425/week
$85/day	$85/day
12" bucket	12" bucket
$110/month	$110/month
$27.50/week	$27.50/week
$5.50/day	$5.50/day

RECEIVED
JUL 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9723

126-1903

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-4-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

STATE: Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
POST ☒ FINAL VOUCHER (*)

VOUCHER PERIOD: FROM 11-30-79 TO 8-30-83

FEDERAL AID PROJECT NO.: IX-9966(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
772	28,564.71	28,564.71	85%	24,280.00	24,280.00	-0-
823	62,583.33	62,512.25	85%	53,135.41	53,135.41	-0-
	91,148.04	91,076.96	85%	77,415.41	77,415.41	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY: Oregon

DATE: 6/4/84

SIGNATURE OF AUTHORIZED OFFICIAL: Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	N.E. 99th Ave.-N.E. 162nd Ave. Section U.S. 30 in Multnomah County					
	Preliminary Engineering					
	Type Code PE					
	Work by Multnomah County	All Required			$ 279.92	
	State	All REquired			89,821.43	
	Total Paeticipating Preliminary Engineering				90,101.35	
	Type Code Y080					
	Archeological Salvage	All Required			975.61	
	Total Participating Project Cost				91,076.96	
	Non Participating Project Cost					
	State (PE)	All Required			71.08	
	Total Project Cost				91,148.04	
	Prepared based on Participating cost as shown on the Federal Billing as of 6-7-84					
	AMOUNT CARRIED FORWARD					

```
                   JOB COST SUMMARY RUN ON  05-22-91
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                   PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 05/18/91
                   FOR EXPENDITURE ACCOUNT C1261903

                                             CREW   MSA        CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--          ------ -------- ---------- ------ -----        -------       ----------
C1261903 010    899      299        0100                                   71.01 ***
OBJ-DETAIL 299                                                             71.01

ACTIVITY    899                                                            71.01 SUBTOTAL

SUB-JOB     010 SUBTOTAL                                                   71.01

C1261903 011    899      299        0100                               62,512.25 ***
OBJ-DETAIL 299                                                         62,512.25

ACTIVITY    899                                                        62,512.25 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                               62,512.25

C1261903 021    899      299        0100                               28,564.71 ***
OBJ-DETAIL 299                                                         28,564.71

ACTIVITY    899                                                        28,564.71 SUBTOTAL

SUB-JOB     021 SUBTOTAL                                               28,564.71

EA          C1261903 TOTAL                                             91,147.97

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 907

DESCRIPTION	PREFIX		FUNCTION	SUB F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	125	1978	901	00 P 1		3,893.75	4,046.66	
	125	1978	905	00 P 1		6,092.42	6,092.42	
	125	1978	906	00 P 1		4,404.88	4,[illegible].12	
	125	1978	909	00 P 1		277.30	27[illegible]	
	125	1978	913	00 P 1		128.97	128.97	
	125	1978	918	00 P 1		100.85	962.79	
	125	1978	920	00 P 1		112.37	112.37	
	125	1978	921	00 P 1		2,505.63	2,505.63	
	125	1978	922	00 P 1		19.84	19.84	
	125	1978	923	00 P 1		73.68	73.68	
	125	1978	926	00 P 1		679.12	679.12	
	125	1978	932	00 P 1		4.35	4.35	
	125	1978	933	00 P 1			84.02	
	125	1978	937	00 P 1		1,313.91	1,313.91	
	125	1978	950	00 P 1		1,951.68	1,951.68	
			TOT	P1		21,558.75	22,754.86	
			** JOB TOTALS **		**	21,558.75 **	22,754.86 **	
NE 99TH-NE 162ND AVE	CONT NO		* FA PROJ NOS XI	9966003 100 XIO 9966003				STATE
	126	1903	296	00 N 9		145.74CR	~~91,147.97~~CR	
	126	1903	297	00 N 9		145.74	~~13,732.56~~	
	126	1903	298	00 N 9			~~22,415.41~~	
	126	1903	901	00 P 1			17,178.73	- pm
	126	1903	901	00 P 2			28,564.71	- pm N.D.
	126	1903	901	00 N 1			71.01	- pm
	126	1903	903	00 P 1			279.92	- County
	126	1903	905	00 P 1			16,820.84	- Final
	126	1903	906	00 P 1			2.70	- Bridge
	126	1903	907	00 P 1			16.80	- Preliminary
	126	1903	909	00 P 1			3,571.77	- R/W Desc
	126	1903	910	00 F 1			2,586.14	- Field Geol
	126	1903	911	00 P 1			11,070.14	- Traffic
	126	1903	913	00 P 1			3,034.79	- R/W Liaison
	126	1903	914	00 P 1			435.93	- Utility
	126	1903	920	00 P 1			300.49	- Program
	126	1903	921	00 P 1			2,885.71	- Specs
	126	1903	922	00 P 1			31.51	- P.M.
	126	1903	923	00 P 1			1,405.40	- Environ
	126	1903	932	00 P 1			1,733.24	- Utility
	126	1903	936	00 P 1			182.53	- Traffic
	126	1903	939	00 P 1			975.61	- Environ
			TOT	P1			62,512.25	
			TOT	P2			28,564.71	
			TOT	N1			71.01	
			** JOB TOTALS **		**	**	91,147.97 **	
LARCH MTN INTER SLIDE	CONT NO		* FA PROJ NOS RS	0140001 100				STATE
	126	1905	296	00 N 9			13,718.98CR	

801
BILLING NUMBER 01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

07/12/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	2#	F -0028-007 APPR-010	43,608.81	57,266.99	57,266.99	76.15	43,608.81	43,608.81		
	3#	DP -0028-007 APPR-106	81,455.00	106,966.51	106,966.51	76.15	81,455.00	81,455.00		
123-1933		PREFIX TOTALS	160,783.04	212,526.94	211,139.91		160,783.04	160,783.04		
123-1950	1	RF -0028-010 APPR-073	23,450.00	29,154.87	29,121.37	78.19	22,770.00	22,257.75		512.25
	2	RF -0028-010 APPR-073		29,154.75	1,259.12	78.19	984.51		984.51 A	
123-1950		PREFIX TOTALS	23,450.00	58,309.62	30,380.49		23,754.51	22,257.75	984.51	512.25
123-1976	1	FG -2105-004 APPR-A14	2,000.00	1,118.94	1,118.94	100.00	1,118.94	1,118.94		
123-1983	1#	RRS -0174-001 APPR-138	234.52	260.58	260.58	90.00	234.52	234.52		
123-1990	1*	HES -2105-006 APPR-141	28,896.62	32,613.09	32,107.36	90.00	28,896.62	28,896.62		
123-1994	1	F -0087-004 APPR-010	35,448.00	23,289.12	23,276.25	88.18	20,525.00	20,525.00		
123-1998	1#	F -0028-007 APPR-012	22,817.00	29,963.23	29,963.23	76.15	22,817.00	22,817.00		
124-1902	1	HES -0075-012 APPR-141	9,000.00	11,788.40	11,788.40	90.00	10,609.56	9,000.00	1,609.56 B	
124-1903	1	F -0047-018 APPR-010	42,312.00	53,281.38	53,086.80	88.15	46,796.01	41,677.83	4,484.01 B	634.17
124-1906	1	BRF -0075-013 APPR-118	12,000.00	3,596.44	3,596.44	80.00	2,877.15	2,390.16		486.99
124-1907	1	F -0047-019 APPR-010	26,445.00	23,167.74	23,167.74	88.15	20,422.36	19,190.70		1,231.66
124-1926	1	F -0047-017 APPR-010	57,826.00	8,159.20	8,159.20	88.15	7,192.33	7,192.33		
124-1993	1	F -0075-011 APPR-010	48,041.00	26,359.09	26,359.09	88.15	23,235.54	20,914.08		2,321.46
124-1996	1#	PMS -0075-009 APPR-140	300.58	300.58	300.58	100.00	300.58	300.58		
124-1998	1	HES -0075-010 APPR-141	540.00	279.84	279.84	90.00	251.86	251.86		
125-1970	1#	F -0076-003 APPR-010	113,785.93	129,727.08	129,038.25	88.18	113,785.93	113,785.93		
125-1978	1	BRS -0149-001 APPR-118	22,160.00	1,197.20	1,197.20	80.00	957.76	957.76		
126-1903	1*	XI -9966-003 APPR-823	53,135.41	62,583.26	62,512.25	85.00	53,135.41	53,135.41		
	2*	XIO -9966-003 APPR-772	24,280.00	28,564.71	28,564.71	85.00	24,280.00	24,280.00		
126-1903		PREFIX TOTALS	77,415.41	91,147.97	91,076.96		77,415.41	77,415.41		
126-1905	1#	RS -0140-001 APPR-075	13,718.98	15,557.93	15,557.93	88.18	13,718.98	13,718.98		
126-1906	1	XIO -9966-005 APPR-580	137,445.00	108,842.30	108,185.98	85.00	91,958.08	90,209.51		1,748.57

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      JUNE 1984        PAGE  694

                                                                                 FISCAL          GRAND TOTAL
     DESCRIPTION                      PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                   125   1970     950     00 P 1                                      1,344.48
                                   125   1970     950     00 N 1                                        284.18
                                                  TOT        P1                        4,699.97     129,038.25
                                                  TOT        N1                           84.30         688.83
                                            ** JOB TOTALS **                  **       4,784.27  **  129,727.08  **

  E FORK DRY CREEK BRIDGE       CONT NO       FA PROJ NOS BRS 0149001 100                                       STATE
                                   125   1978     296     00 N 9        .72CR          957.76CR         957.76CR
                                   125   1978     298     00 N 9        .72            957.76           957.76
                                   125   1978     901     00 P 1        .14CR          152.91           152.91
                                   125   1978     906     00 P 1        .09CR           97.24            97.24
                                   125   1978     918     00 P 1        .79CR          861.94           861.94
                                   125   1978     933     00 P 1        .07CR           84.02            84.02
                                                  TOT        P1        1.09CR        1,196.11         1,196.11
                                            ** JOB TOTALS **           1.09CR**      1,196.11  **     1,196.11  **

  NE 99TH-NE 162ND AVE          CONT NO     * FA PROJ NOS XI  9966003 100 X10 9966003                          STATE
                                   126   1903     296     00 N 9      829.87CR      14,465.32CR      91,002.23CR
                                   126   1903     297     00 N 9         .60         2,726.82        13,586.82
                                   126   1903     298     00 N 9      829.27        11,738.50        77,415.41
                                   126   1903     901     00 P 1                    12,016.79CR      17,178.73
                                   126   1903     901     00 P 2                    12,164.71        28,564.71
                                   126   1903     901     00 N 1                                         71.01
                                   126   1903     903     00 P 1                       189.23           279.92
                                   126   1903     905     00 P 1                       189.70        16,820.84
                                   126   1903     906     00 P 1                                          2.70
                                   126   1903     907     00 P 1                                         16.80
                                   126   1903     909     00 P 1                                      3,571.77
                                   126   1903     910     00 P 1                                      2,586.14
                                   126   1903     911     00 P 1                     1,509.39        11,070.14
                                   126   1903     913     00 P 1                                      3,034.79
                                   126   1903     914     00 P 1                                        435.93
                                   126   1903     920     00 P 1                       134.36           300.49
                                   126   1903     921     00 P 1                     1,544.99         2,885.71
                                   126   1903     922     00 P 1                        23.28            31.51
                                   126   1903     923     00 P 1                        54.90         1,405.40
                                   126   1903     932     00 P 1                       201.68         1,733.24
                                   126   1903     936     00 P 1                        42.05           182.53
                                   126   1903     939     00 P 1      975.61           975.61           975.61
                                   126   1903     950     00 P 1                       219.96CR
                                                  TOT        P1       975.61         7,371.56CR      62,512.25
                                                  TOT        P2                     12,164.71        28,564.71
                                                  TOT        N1                                          71.01
                                            ** JOB TOTALS **          975.61  **     4,793.15  **    91,147.97  **

  LARCH MTN INTER SLIDE         CONT NO     * FA PROJ NOS RS  0140001 100                                      STATE
                                   126   1905     296     00 N 9                     7,321.70CR      13,718.98CR
```

F

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: March 6, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

RD Trygstad

RAILROAD COMPANIES
FILE No. 1134

SUBJECT: NE 100th Avenue-NE 152nd Avenue Section
NE Portland Highway (Sandy Blvd.)
FAP No. IX-9966(6)
Multnomah County
Contract No. 9723
ODOT Agreement RR-1134

Attached is the State Highway Division's fully-executed counterpart of an agreement relating to the altering of crossing rights on NE 148th Avenue.

RDT/llr
cc: E. L. Hardt - w/copy
Gary Kennen - w/copy
Steve Greene - w/copy
Ken Rolfe -w/copy

3/13/84
mailed back
agmt

81-125-1387

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following actions and report this action for your official records:

1) On September 14, 1983, approved an agreement with the Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company concerning rights for altering an existing crossing of N. E. 148th Avenue in Portland, Multnomah County. (Authorized Right of Way Manager to sign agreement.) RR 1134. (Right of Way)

2) On September 22, 1983, approved an interagency agreement between the Department of Transportation and the University of Oregon Health Sciences Center, Portland Center for Hearing and Speech to provide audiometric testing for DOT employees within the 5 regions of the Department (a minimum of 1700 employees and not to exceed 2100 employees). Cost to State is $5 per person, not to exceed $8,500. Testing sessions are to be held between September 1, 1983, and February 29, 1984. (Safety Section)

3) On October 4, 1983, approved an agreement with Lincoln County to use some of its radio frequencies to help the Highway Division in bad weather. This agreement will allow Highway maintenance personnel to contact the Lincoln County dispatcher at night when problems arise and they need to call for additional help. (Radio Section)

Dated this 11 day of October, 1983

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 10/10/83

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9966(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00005

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-9-84

8. FEDERAL ROUTE NUMBER FAU-9966

9. STATE ROUTE NUMBER Secondary 123

10. GENERAL LOCATION:
NE. 99th AVENUE - NE. 162nd AVENUE

11. GENERAL DESCRIPTION OF WORK
Program Change

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change - See below

13. REMARKS

As requested in Mr. Potter's December 20, 1983 letter, I approve the revised Preliminary Engineering Costs, TEC $90,965; FF $77,320.

(Increase TEC $12,165; FF $10,340)

RECEIVED
STATE HWY ENGR
JAN 16 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig. to 1/16

14. DATE 1-9-84

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9966(4)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00005

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
1/6/84

8. FEDERAL ROUTE NUMBER
FAU 9966

9. STATE ROUTE NUMBER
Secondary 123

10. GENERAL LOCATION:

NE 99th Avenue - NE 162nd Avenue Section

11. GENERAL DESCRIPTION OF WORK

Right-of-way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 1/6/84 you are now authorized to proceed with all phases of right-of-way acquisition for file numbers 53822 through 53825 as shown on right-of-way map 10C-52-4, including the use of permits of entry to avoid delaying the contractor because of utility relocation not completed prior to contract letting, at a TEC of $34,000 Federal Funds $28,900.

The above authorization is conditioned to appraisal and negotiation phases be completed in an expeditious manner.

Ngte
1/19

RECEIVED
STATE HWY ENGR
JAN 19 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
1/6/84

15. SIGNATURE OF APPROVING OFFICIAL
John D Wichman

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 6, 1984

In Reply Refer to
File No.
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. IX-9966(4)
N.E. 99th Ave.-N.E. 162nd Ave. Section
Northeast Portland Highway
Multnomah County

I request authorization to proceed with the actual acquisition of the easements required for powerline adjustments on the subject project. The estimated cost of the easement is $34,000 and the areas to be acquired are as outlined in red on the enclosed copy of right of way map 1O C-52-4.

No relocation assistance is involved and authorization to proceed as requested will require revisions in financing as follows:

	APPN	TOTAL COST	FEDERAL FUNDS	PRO RATA
Present	580	$15,400.00	$13,090.00	85%
Additional Parcels	580	34,000.00	28,900.00	85%
TOTAL		$49,400.00	$41,990.00	

CL:pf

cc: J. Boyd
D. Aman
K. Bunk
G. Zehner
General Files

Form 734-3122

9723

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 3, 1984

TO: John Wichman, Division Right of Way Officer
Federal Highway Administration

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Permit of Entry
N.E. 100th Ave. - N.E. 152nd Ave.
Section
N.E. Portland Highway (Sandy Blvd.)
Multnomah County

The contract on this project was awarded on October 18. After the project was staked for construction, it was determined that additional right-of-way would be necessary in order to relocate the power line. The attached letter from Utility Relocation Coordinator Jack Cartwright explains the need for the additional right-of-way.

In order to avoid delaying the contractor, we request authority to obtain permits of entry on the four parcels shown on the attached map. As soon as the project is programed, we will proceed with appraisal and acquisition of these parcels in an expeditious manner.

The use of permits of entry will allow the contractor to proceed without any further unnecessary delays.

RH:jr
attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
Gary Potter
V. E. Skoog

RECEIVED
DOT DIRECTOR

JAN 4 '84

REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

FRED MILLER

Form 734-3122

9723

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: December 20, 1983

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 00005
Project No. IX-9966(3)
N.E. 99th Ave. - N.E. 162nd Ave. Section
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated December 13, 1983.

Approval of this request will involve an increase of $ 12,165.00 in total cost and obligation of $ 10,340.00 in Federal Funds with revised financing as follows:

	TEC	FF	%
Present	$ 90,965.00	$ 77,320.00	85.0%
Previous	78,800.00	66,980.00	
Difference	$ 12,165.00	$ 10,340.00	

RHZ:lks
Attachment

cc:
E.L. Hardt (Metro)
F.E. Terpin
E. Mershon
Jon Rose (Metro)
Gary Zehner
Shirley Williams

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

December 13, 1983

J. H. Versteeg
Road Design Engineer

Files 53822 through 53825
N.E. 147th Ave.-N.E. 152nd Ave. Section
N.E. Portland (Sandy Blvd.) Highway
Multnomah County

Attached are descriptions (4 files), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG
W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9723

rll

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-HES-9966(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

12-1-83

4. PROGRAM NO.

5. ITEM NO. 00005

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
DEC 13 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO files
FOR ______

7. DATE AUTHORIZATION EFFECTIVE 11/30/83

8. FEDERAL ROUTE NUMBER FAU 9966

9. STATE ROUTE NUMBER Secondary 123

10. GENERAL LOCATION:
NE 100th Avenue - NE 152nd Avenue (Sandy Blvd)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 12/1/83 this will confirm the advance approval date of 11/30/83, contingent upon modification of Project Ageement if additional funds are required, to proceed with the actual adjustments to Portland General Electric Company's electric service line relocation. Reimbursement on a lump sum basis of $880.88 Federal Funds $748.75 is approved.

I approve the Agreement with Portland General Electric Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 12 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

14. DATE 12/6/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

December 1, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Electric Service Line Relocation
Portland General Electric Company
N.E. 100th Ave.-N.E. 152nd Ave. Section
N.E. Portland Highway (Sandy Blvd.)
Multnomah County
Project No. IX-HES-9966(6)

RECEIVED
TECHNICAL SERVICES
DEC 2 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of a lump sum estimate of cost to adjust Portland General Electric Company's electric service line facilities dated November 22, 1983, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated April 5, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of November 30, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $880.88.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter
D. E. Swan
Jack M. Cartwright
R. L. Fleming

November 30, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson,
Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Electric Service Line Relocation
Portland General Electric Company
N.E. 100th Ave.-N.E. 152nd Ave. Section
N.E. Portland Highway (Sandy Blvd.)
Multnomah County
Project No. IX-HES-9966(6)

Confirmation of your verbal authorization for Portland General Electric Company to proceed with the relocation of their electric service facilities in conflict with this project as of November 30, 1983 is requested. An estimate of cost has been received from the Company in the amount of $881. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
November 30, 1983 is approved

CT Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: ~~E. S. Hunter~~
D. E. Swan
E. L. Hardt
Gary Kennen
R. L. Fleming
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
DEC 2 '83
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

RECEIVED
DEC 2 1983
R[illegible] UNIT

9723

5

October 25, 1983

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

CON 5
#9723

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9723 for work on the N.E. 100th Avenue-N.E. 152nd Avenue Section of the Northeast Portland Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Don Rager & Company, Inc.
200 S.W. Market St., Suite 210
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
Gary Kennen
L. E. George

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

September 22, 1983

RETURN RECEIPT REQUIRED

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

To Whom It May Concern:

#9723.

Documentation of our DBE/MBE/WBE identification to meet the goals on the N. E. 100th Avenue - N. E. 152nd Avenue (Sandy Blvd.) are attached.

DBE'S

J and J Fencing	$7,500.00
Grading Unlimited	7,920.00
Total	15,420.00
% of Project	3.1%

WBE'S

The Lady's Construction Co.	$10,080.00
% of Project	2.0%

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:mk
cc: 3-34

RECEIVED
SEP 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

September 22, 1983

RETURN RECEIPT REQUIRED

Grading Unlimited
5707 S. W. Idaho Street
Portland, OR 97221

RE: N. E. 100th Avenue - N. E. 152nd Avenue
Sandy Blvd.

To Whom It May Concern:

This is to inform you that we will issue a subcontract to you on the above mentioned project, if we receive an award. Your Subcontract will include the following items of work:

12	Aggregate Shoulders	660 Ton	$12.00 Ton	$7,920.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
Vice President, Engineering

GRM:mk

cc: 3-34

RECEIVED
SEP 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
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Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

RETURN RECEIPT REQUIRED

September 22, 1983

J & J Fencing
694 N. 34th Street
Springfield, OR 97477

RE: N. E. 100th Avenue - N. E. 152nd Avenue
Sandy Blvd.

To Whom It May Concern:

This is to inform you that we will issue a subcontract to you on the above mentioned project, if we receive an award. Your Subcontract will include the following items of work:

Item 5	Flagging	500 Hour	$15.00 Hour	$7,500.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:mk

cc: 3-34

RECEIVED
SEP 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade
Construction
Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

Equal Opportunity Employer

September 22, 1983

RETURN RECEIPT REQUIRED

The Lady's Construction Co.
P. O. Box "H"
West Linn, OR 97068

RE: N. E. 100th Avenue - N. E. 152nd Avenue
Sandy Blvd.

To Whom It May Concern:

This is to inform you that we will issue a subcontract to you on the above mentioned project, if we receive an award. Your Subcontract will include the following items of work:

ITEM NO.	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
3	Temporary Signs	242 SF	8.50	2,057.00
4	Temporary Barricades	17 Each	55.00	935.00
26	Mailbox Supports (Single)	1 Each	74.00	74.00
29	Removal of Exist Sign Install.	All	629.00	629.00
30	Wood Sign Posts	All	2,200.00	2,200.00
31	Type "C" & "D" Signs In Place	89 SF	8.00	712.00
32	Type "EE" Signs in Place	7 SF	11.00	77.00
33	Type "T" Signs in Place	36 SF	14.00	504.00
34	Type "U" Signs in Place	68 SF	19.00	1,292.00
35	Move & Reinstall Exist Signs	All	1,600.00	1,600.00
			Total	10,080.00

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton
Vice President, Engineering

GRM:mk

cc: 3-34

RECEIVED
SEP 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment

9723

September 27, 1983

Mr. Larry F. Nicholas
County Engineer
Multnomah County
2115 SE Morrison
Portland, Oregon 97214

Dear Mr. Nicholas:

On September 22, 1983, we received a satisfactory bid from Cascade Construction Co., Inc., P.O. Box 4267, Portland, OR 97208, for construction of the N.E. 100th Ave.-N.E. 152nd Ave. Section of Northeast Portland Highway (Sandy Blvd.).

As described in our Agreement No. 7188, we anticipate the financial sharing will be:

Contractor's Bid		$495,465.00
Less HES funded portion		(47,966.00)
FAI-X Project		$447,499.00
Anticipated Additional Items:		
Permanent Pavement Striping	$13,000	
State Furnished Traffic Signal Program	2,044	
Signal Controller Testing	5,256	20,300.00
Sub-total		$467,799.00
Contingencies (4-1/2%)		21,051.00
Engineering (9%)		42,102.00
Total Construction Cost		$530,952.00
Estimated Preliminary Engineering Cost		90,000.00
Estimated Right-of-way Cost		15,400.00
TOTAL PROJECT COST		$636,352.00
County Share: 15% of 636,352 =		95,452.80
Less P.E. advance deposit 5-14-81		10,860.00
County's Advance Deposit		$ 84,592.80
	Rounded	$ 84,600

Please submit your deposit of $84,600, which should arrive not later than October 14, 1983, as described in one of the three options for payment on the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

Rec'd LGIP
10-18-83
G

GL2:olm
Attachment

bcc w/AD#53-83: Jon Rose, Metro Region
V.L. Skoog - Please return completed AD #53-83 when deposit is made.

972

nig

U. S. DEPARTMENT OF TRANSPORT/ ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-HES-9966(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00005

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-31-83

8. FEDERAL ROUTE NUMBER FAU 9966

9. STATE ROUTE NUMBER Secondary 123

10. GENERAL LOCATION:

NE. 100th AVENUE - NE. 152nd AVENUE SECTION

11. GENERAL DESCRIPTION OF WORK

Grade, drain, high-type pavement, and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
* ☒ OTHER *(Specify)*

* Anticipated Items as shown in "PS&E" Estimate dated 8-26-83.

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate as being cost-effective.

Mr. Potter's August 29, 1983 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $614,396; Federal Funds $525,619.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
SEP 7 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8-31-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9723 3-29-73

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

LETTER OF TRANSMITTAL

DATE August 26, 1983	PROJECT NO.
ATTENTION Jon Rose/Tom Schwab	
SUBJECT Preliminary Plans	
NE Portland Hwy. (Sandy Blvd.)	
from 100th to 152nd Avenues	

TO Oregon State Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

GENTLEMEN:

WE ARE SENDING YOU ☒ ATTACHED ☐ UNDER SEPARATE COVER VIA ______ THE FOLLOWING ITEMS:

☐ DRAWINGS ☐ PRINTS ☐ SPECIFICATIONS

☐ COPY OF LETTER ☐ CHANGE ORDER ☐ Preliminary Plans for review/approval, as referenced above.

COPIES	DATE	NO.	DESCRIPTION
			above

From Metro JON ROSE

To BUZ SWAN.

[✓ [illegible]] Traffic Region I Accounting

Date 8-29-83

Comment: Multnomah County has approved the attached plan addendum to cover signals on Sandy Blvd at 112th Ave. Please advise the Traffic Section.

Jon Rose

THESE ARE TRANSMITTED AS CHE

☐ FOR APPROVAL
☐ FOR YOUR USE
☒ AS REQUESTED
☐ FOR REVIEW AND CC

____ COPIES FOR DISTRIBUTION
____ CORRECTED PRINTS

18, 1983,

tached).

REMARKS 9-2-83
Plans to Traffic
E

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
AUG 30 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______

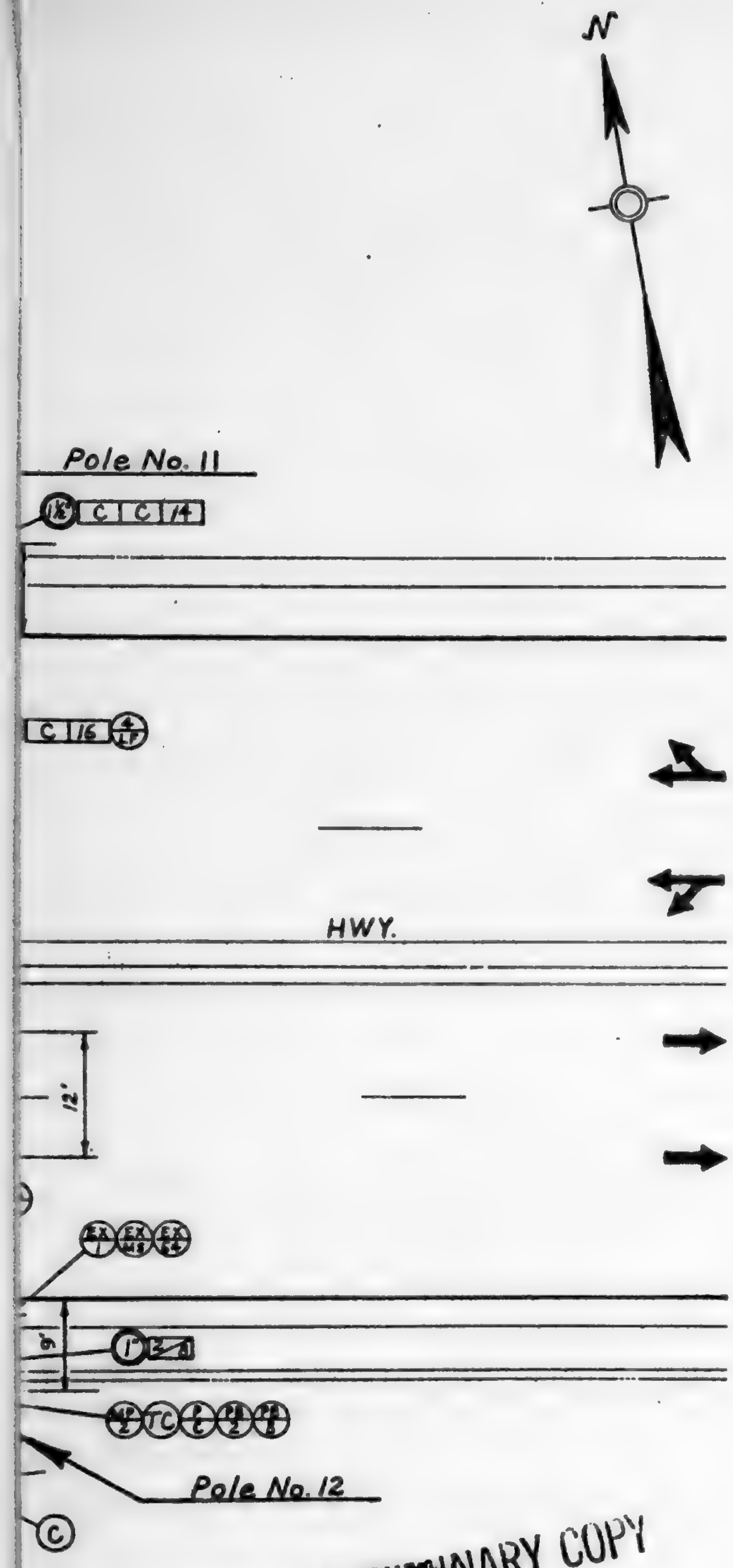
COPY TO ______

SIGNED Dick Soderquist
Dick Soderquist, Manager
Engineering Planning/Design Section

FORM NO. 539 1 26 76

SIGNAL PLAN
NORTHEAST PORTLAND HWY. AT N.E. 112TH AVE.

SCALE 0 10 20 40 FEET



PRELIMINARY COPY

SUBJECT TO MUTUAL REVIEW

L E G E N D

EX/P	Maintain and protect existing power pole (power source)
EX/MB	Maintain and protect existing 120 volt meter base
EX/SC	Maintain and protect existing service cabinet. Rewire as required and install 40 amp circuit breaker
C	Install Model 170 controller in Model 332 cabinet
MP/T	Install type (T) standard traffic signal mast arm pole
MA/L	Install (L) foot traffic signal mast arm
V/Ph	Install phase (Ph) vehicle signal
P/T	Install type (T) modified pedestrian signal
PB/Ph	Install phase (Ph) pedestrian pushbutton with instruction sign
TC	Install terminal cabinet
J	Install precast concrete junction box (see Drawing No. 1471)
N/LF	Install (N) loop feeder wires
C	Install one No. 8 type THWN wire (signal system common)
N	Install (N) No. 14 type THWN wires
N/G	Install (N) No. (G) type THW or type TW wires
S"	Install (S) inch electrical conduit

T = Type shown

L = Length shown

Ph = Phase shown

N = Number of conductors shown

S = Size shown

A = Standard plumbizer

E = Elevator plumbizer

423 = 12"R, 8"Y, 8"G

456 = 12"R, 12"Y, 12"G

Lau E. Nicholas

COUNTY APPROVAL

8-24-83

DATE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
N.E. 100TH AVE. – N.E. 152ND AVE. SEC.
NORTHEAST PORTLAND HWY. (SANDY BLVD.)
MULTNOMAN COUNTY

L. F. GEORGE 8/10/83

DESIGNED BY: KR

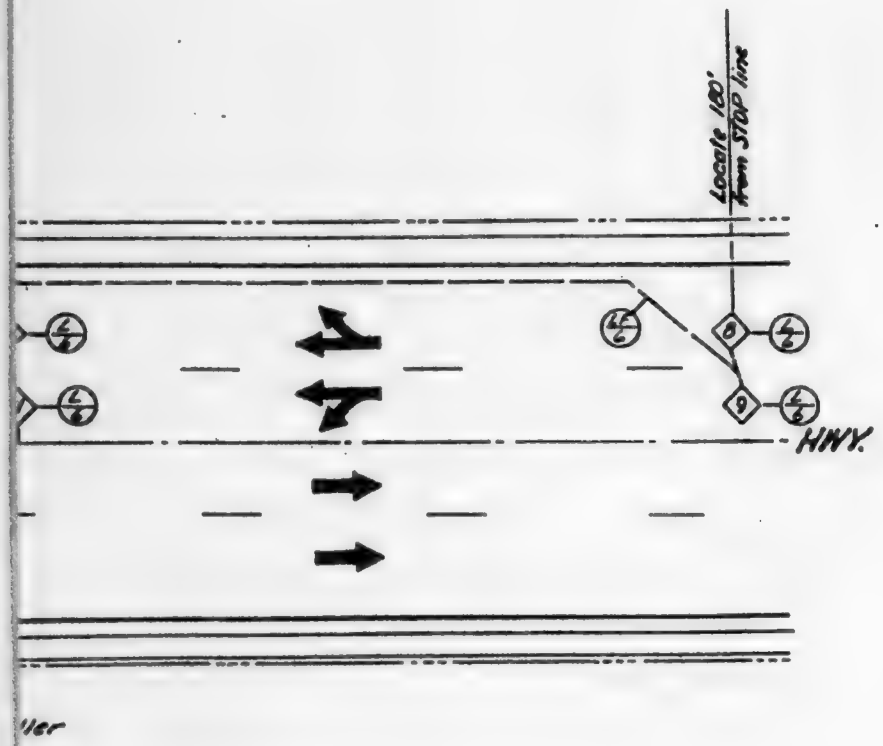
CHECKED BY:

May 1983

DWG. NO. 8551 Rev

DETECTOR & REMOVAL PLAN
NE. PORTLAND HWY. AT NE. 112th AVE.

SCALE 0 20 40 80 FEET



L E G E N D

J	Junction box - See signal plan
L/Ph	Install phase (Ph) vehicle detector loop
LF/Ph	Install phase (Ph) loop feeder wires
S"	Install (S) inch electrical conduit
EX/T	Maintain and protect existing power pole
EX/N3	Existing meter base - See signal plan
EX/SC	Existing service cabinet - See signal plan
RX/C	Remove existing pole mounted controller
RX/SP	Remove existing strain pole and attachments
RX/V	Remove existing vehicle signal
RX/P	Remove existing pedestrian signal
RX/MC	Remove existing messenger and control cables
Ph=	Phase shown
S=	Size shown

PRELIMINARY COPY
AUG 1 [illegible]
SUBJECT TO MUTUAL REVIEW

Lou C. Nicholas
COUNTY APPROVAL
8/24/83
DATE

E. E. GEORGE
8/11/83

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
N.E. 100TH AVE.~N.E. 152ND AVE. SEC.
NORTHEAST PORTLAND HWY. (SANDY BLVD.)
MULTNOMAH COUNTY

DATE August, 1982

DESIGNED BY RR
CHECKED BY WZ

T.E. DWG. NO. 8599

9723 100th

Section NE ~~102nd~~ Ave – NE 152nd Ave Programming Estimate $

Highway Northeast Portland 8-23-83 Project Length 2.57 overall 0.84 work area

County Multnomah Completion Time 200 C.D.

Kind of Work Grading, Paving, Signs & Signals Est. Comp. Date

Prefix 126-1903-921 Letting Date Sept. 22, 1983 Project No. 1X-9966(6)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 516,413 85 ~~364,216 85~~

Anticipated Additional Items:			
Royalty Payment.			
Permit Fees			
Slide Correction		ALL HES	
Railroad Protective Costs	2000		
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping.	13,000	IX	
Temporary Pavement Striping.			
Remove Pavement Striping (Exist. & Temp.) . . .			
Temporary Erosion Control			
State Furnished Traffic Signal Program . . .	2,800		$ 25,000 ~~7000~~
Roadside Seeding & Mulching			
Asphalt Cement Adjustment.			
On the Job Trainees ($0.80 x _____ hrs.)			
State Responsibility for Damages.			
Signal Controller Testing	~~5000~~ 7200		
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
Adjust Utilities:			
Subtotal			$ 541,418.85
Contingencies (4-1/2%)			24,363.85
Engineering (~~8~~, [✓ 9], ~~10%~~)			48,727.70
Subtotal			$ ~~421,331.13~~ 614,510 40
Credit for _______________			
Estimated Net Authorization, Construction			$ ~~421,331.13~~ 614,510.40

APPROVED cc: Jon Rose

OK Rec'd 8-23-83 G

Road Design Engineer

Rev. 11/81

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section N.E. 102nd Ave. - N.E. 152nd Ave.	County Multnomah		Sheet 1 of 2
Kind of Work Grading, Paving, Signing and Signals	Length 2.49 overall 1.35 roadwork [illegible]	Date 5-19-83	Name BLACHLY

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization COST ANALYSIS UNIT. 5-19-83 BW THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 6-30-83		All	All	-	$5,000^{00}$ ~~10,000~~
	Temporary Protection and Direction of Traffic		All	All	-	$3,000^{00}$
	Temporary Signs		Sq Ft	242	8^{00}	$1,936^{00}$
	Temporary Barricades		Each	17	100^{00}	$1,700^{00}$
	Flagmen		Hour	500	15^{00}	7500^{00}
	Roadwork					
	Clearing and Grubbing		All	All	-	5000^{00}
	Removal of Structures and Obstructions		All	All	-	2500^{00}
	Embankment in Place		Cu Yds	5479	5^{15}	$28,216^{35}$
	Trench Excavation		Cu Yds	73	10^{00}	730^{00}
	Finishing Roadbed and Slopes		All	All	-	[illegible]
	Watering		M-Gal	23	15^{00}	345^{00}
	Treated Base		Ton	4600	15^{75}	72450^{00}
	Aggregate Shoulders		Ton	660	7^{50}	[illegible]
	Class "B" or Class "C" Asphalt Concrete ~~Mixture~~		Ton	4700 ~~[illegible]~~	28^{00} ~~[illegible]~~	$131,600^{00}$ ~~[illegible]~~
	~~Asphalt Cement in Mixture~~		~~Ton~~	~~300~~ ~~194~~	[illegible]	~~58,900~~^{00} ~~[illegible]~~
	12-inch Culvert Pipe		Lin Ft	36	14^{00}	[illegible]
	18-inch Culvert Pipe		Lin Ft	88	18^{00}	1584^{00}
	12-inch Sewer Pipe		Lin Ft	163	14^{00}	[illegible]

734-1736 (8-81)

SUMMARY--~~BID SCHEDULE~~--COST ESTIMATE

OREGON STATE | HIGHWAY DIVISION

Section NE 102 Ave - NE 152 Ave	County	Sheet 2	of 2
Kind of Work	Length	Date	Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Pipe Under Pavement		Lin Ft	56	20.00	1120.00
	Concrete Inlets, Type G-1		Each	1	350.00	350.00
	Concrete Inlets, Type G-2 MA		Each	3	500.00	1500.00
	Concrete Walks		Sq Yd	218 ~~125~~	10.00	2180.00 ~~1250.00~~
	Concrete Driveways		Sq Yd	256	13.50	3456.00
	Concrete Curbs		Lin Ft	806 ~~412~~	4.00	3224.00 ~~1648.00~~
	Extra for Asphalt Approaches		Each	30 ~~15~~	125.00	3750.00 ~~1875.00~~
	Adjusting Manholes		Each	30 ~~12~~	250.00	7500.00 ~~3000.00~~
	Single Mailbox Supports		Each	1	100.00	100.00
	Roadside Seeding and Mulching		Acre	1	1000.00	1000.00
	Well Abandonment		Each	1	400.00	400.00
	Signing					
	Removal of Existing Sign Installations		All	All	—	500.00
	Wood Sign Posts		All	All	—	1000.00
	Type "C" and "D" Signs in Place		Sq Ft	89	11.00	979.00
	Type "EE" Signs in Place		Sq Ft	7	13.00	91.00
	Type "T" Signs in Place		Sq Ft	36	14.00	504.00
	Type "U" Signs in Place		Sq Ft	68	18.00	1224.00
	Move and Reinstall Existing Signs		All	All	—	850.00 ~~350.00~~
	Traffic Signals					
	Traffic Signal Installation, Complete		All	All	—	205,003.00 ~~105,760~~
						522.718.83

734-1736 (8-81)

516418.83

9723

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 9, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: REVISED Project Data Submission
Item No. 00005
Project No. IX-HES-9966(6)
N.E. 100th Ave.-N.E. 152nd Ave. Section
Multnomah County

Attached data consists of Revised PR-1 forms.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 22, 1983 and request for the HES portion of Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Public Law 97-424, Section 145.

DRH:bkb
Attachments

cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Robin Brooks (Metro)
Gary Zehner (w/att.)
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

Rev. 8-9-83
June 28, 1983

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) US 30 By, NE 100nd Ave. to NE 152nd Ave.	ADT	PRESENT 16,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H-T Pave & Traf. Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-HES-	NUMBER 9966	SEQ. NO. (6)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Transfer Grants-Highway-Hazard Elimination Program		COUNTY NAME Multnomah			CODE 051	
	NAME OF URBAN AREA Portland		ROUTE NO. U	FEDERAL-AID 9966	STATE 123*	U.S. 30 By	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) I000 Y031		"N.E. 100th Ave.-N.E. 152nd Ave. Section" (178) (141)	 0.843 0.000	 557,000 70,000	(I-80N) 473,450 (85%) 63,000 (90%)	(14M) --- 7,000	 83,550 ---

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.843	627,000	536,450	7,000	83,550
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS Additional Data: Item No. 00005; Proje Nos. IX-9966(3) & (4)	

*Sandy Blvd.

126-1903

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

Rev. 8-9-83
June 28, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 30 By, NE 100nd Ave. to NE 152nd Ave.		16,000	----	----	10	Oregon	41	178 141 14M	00005

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
Pave & Traf. Signals								IX-HES-	9966	(6)		

FUNDS		COUNTY NAME			CODE	PROGRAM STAGE
tate Transfer Grants-Highway-Hazard Elimination Program		Multnomah			051	☐ 1 OR ☐ 2
EA	ROUTE NO.	FEDERAL-AID	STATE	U.S.		
Portland	U	9966	123*	30 By		

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) I000 Y031		"N.E. 100th Ave.-N.E. 152nd Ave. Section" (178) (141)	 0.843 0.000	 557,000 70,000	(I-80N) 473,450 (85%) 63,000 (90%)	(14M) --- 7,000	 83,550 ---	
ED BY DRH		PROJECT TOTALS	0.843	627,000	536,450	7,000	83,550	

M APPROVAL DATES

*Sandy Blvd.

REMARKS
Additional Data: Item No. 00005; Project
Nos. IX-9966(3) & (4).

-over

USCOMM DUSCOMM-DC 48808-P61

N.E. 100th Ave.-N.E. 152nd Ave. Section

Remarks continued:

Projects Data: Work consists of: 1) H-T pave overlay and widening as specified by plans to provide a continuous left turn lane; 2) construct 148th Ave. on new alignment with intersection at Sandy Blvd. requiring grade, drain and H-T pave; 3) install new multiphase traffic signals at NE 102nd Ave., NE 105th Ave. and N.E. 148th Ave., revise signal at NE 112th Ave., construct intertie, install OPTICOM as directed and remove existing signals at NE 102nd and NE 105th Aves.; 4) Utility adjustments as required and 5) incidental work common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7188 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed 6-17-80.

Data for 37's:	I000	$427,000
	Y031	$200,000

Note:
1) This project is in Congressional District No. 3.
2) Included in MSD FY '83 TIP/AE page 64, item 115.
3) State Clearinghouse PNRS #7910-2-070.
4) N.E. 148th Ave. Traffic Signal HES Funded (Appn Code 141).

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-4

[illegible]

TO: ~~L~~H. S. Coulter
State Highway Engineer

DATE: July 20, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 14
Crossing No. 2AE-15.9

Attached is a copy of Order No. 83-394 issued by the Public Utility Commissioner on July 14, 1983, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
M. Payne
E. L. Hardt (2) - Please give copy to Project Manager
J. L. Sollis
L. E. George

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

ESH

ORDER NO. 83-394

ENTERED July 14, 1983

PUC CROSSING NO. 2AE-15.9
DOT CROSSING NO. 808 350 E

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

RX 14

In the Matter of the Application of the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of NE 148th Avenue and the track and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Kenton Line, near Hemlock, Multnomah County, Oregon.	ORDER

On April 12, 1982, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed a letter application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter a railroad-highway grade crossing of NE 148th Avenue, a street under the jurisdiction of Multnomah County, and the main track and right-of-way of Oregon-Washington Railroad & Navigation Company, and its lessee, Union Pacific Railroad Company (hereafter referred to as "railroad" or "Union Pacific Railroad Company"), Kenton Line, near Hemlock, Multnomah County, Oregon.

Copies of the application and responses thereto were duly served upon Union Pacific Railroad Company, Multnomah County, and applicant. No objection by any party has been made to the granting of the application.

Applicant proposes to install traffic signals at the intersection of NE 148th Avenue and NE Sandy Boulevard (Northeast Portland Highway), which is approximately 95 feet southerly of the Union Pacific track. The traffic signals will be interconnected with the existing automatic protective devices at the crossing which consist of flashing light signals. A train preemption phase will be included in the operation cycle of the traffic signals. The train preemption phase will be augmented with a fiberoptic signal reading

"PROCEED ON FLASHING YELLOW." A part-time "NO RIGHT TURN" restriction signal will be installed at the intersection of NE 148th Avenue and NE Sandy Boulevard to regulate westbound Sandy Boulevard vehicular traffic, and a part-time "STOP HERE ON RED" restriction signal will be located northerly of the track. This signal will be located in a position that will not obstruct the motorists' view of the grade crossing protective devices.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

The Commissioner finds that the interconnection requested herein is required for the public safety, convenience, and welfare.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted subject to the provisions of OAR 860-43-065.

2. Applicant shall:

   a. Interconnect and maintain the traffic signals and part-time "NO RIGHT TURN" restriction signal to be installed at the intersection of NE 148th Avenue and NE Sandy Boulevard, with the automatic protective devices installed at crossing No. 2AE-15.9, and provide a train preemption phase in the operation of the traffic signals in accordance with the State Highway Division drawings attached to applicant's letter of application titled "Detector and Preemption Plan NE Portland Highway at NE 148th Avenue," and bear all the cost thereof; and

   b. Furnish, install, and maintain a "DO NOT STOP ON TRACK" sign on the northerly approach to the crossing to be located so as not to block a motorist's view of the flashing light signals (OAR 860-42-070(14)(c)); and

c. Bear all the cost of interconnecting the grade crossing protective devices with the traffic signals; and

d. Ensure compliance with all provisions of OAR 860-42-116.

3. Union Pacific Railroad Company shall:

   a. Subject to reimbursement provided herein, provide appropriate interconnection, within the railroad signal case, between grade crossing protection devices at the crossing and the traffic signals to be installed at the intersection of NE 148th Avenue and NE Sandy Boulevard; and

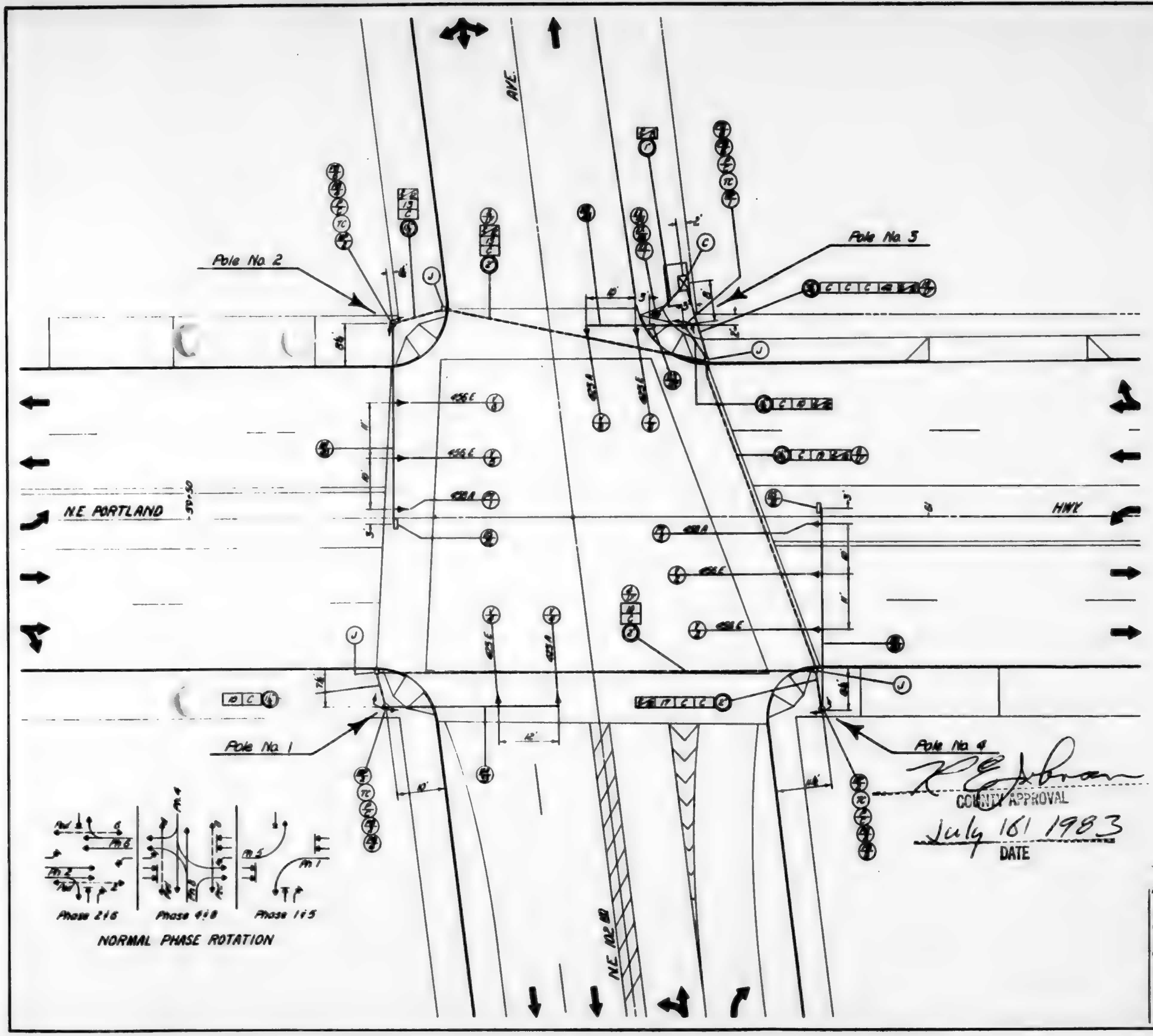
   b. Maintain the interconnecting circuity inside the railroad signal case ordered herein, and bear all the cost thereof.

4. Each party shall notify the Commissioner upon completion of its portion of the project.

All previous orders of the Commissioner, and the provisions thereof, which concern or pertain to the construction, maintenance, protective devices, or the operation of trains over the NE 148th Avenue grade crossing, shall continue in full force and effect, with the exception of any terms therein which conflict with the terms of this order.

Made, entered, and effective 7/14/83.

JOHN J. LOBDELL
Public Utility Commissioner



NORMAL PHASE ROTATION

SIGNAL PLAN
N.E. PORTLAND HWY. AT N.E. 102ND

SCALE 0 10 20 40

N

L E G E N D

- Maintain and protect existing power pole (power sour
- Maintain and protect existing 120 volt meter base
- Maintain and protect existing service cabinet rewire and install 40 amp breaker
- (C) Install Model 170 controller in Model 332 cabinet
- Install type (T) standard traffic signal mast arm po
- Install (L) foot traffic signal mast arm
- Install phase (Ph) vehicle signal
- Install phase (Ph) programmed vehicle signal
- Install type (T) modified pedestrian signal
- Install phase (Ph) pedestrian pushbutton with instruc
- Install interior-illuminated "LEFT TURN SIGNAL" sign
- Install interior-illuminated right arrow "ONLY" sign
- (TC) Install terminal cabinet
- (J) Install precast concrete junction box (See Drawing 1
- Install (N) loop feeder wires
- [C] Install one No. 8 type THWN wire (signal system commo
- [N] Install (N) No. 14 type THWN wires
- Install (N) No. (G) type TW wires (THW for service
- Install (S) inch electrical conduit

T = Type shown
L = Length shown
Ph = Phase shown
N = Number of conductors shown
G = AWG size shown

S = Size show
A = Standard
E = Elevator
425 = 12" R, 8"
456 = 12" R, 12
458 = 12" R, 12

PRELIMINARY COPY

JUN 15 1983

SUBJECT TO MUTUAL REVIEW

R E Johnson

COUNTY APPROVAL

July 16 1983

DATE

APPROVED

L. L. George

TRAFFIC ENG.

5/31/83

DATE

DESIGNED BY: KR

CHECKED BY: MJG

OREGON STATE HIGHWAY DIVIS

TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALL

N.E. 102ND AVE. ~ N.E. 152ND

NORTHEAST PORTLAND HWY (

MULTNOMAH COUNTY

May 1983

ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1480, 1481, 1488, 1489, 2990, 2991, 35009, 35010 & 8548 Thru 8554.

9723

7-8-83

SIGNAL PLAN
N.E. PORTLAND HWY. AT N.E. 102ND AVE.

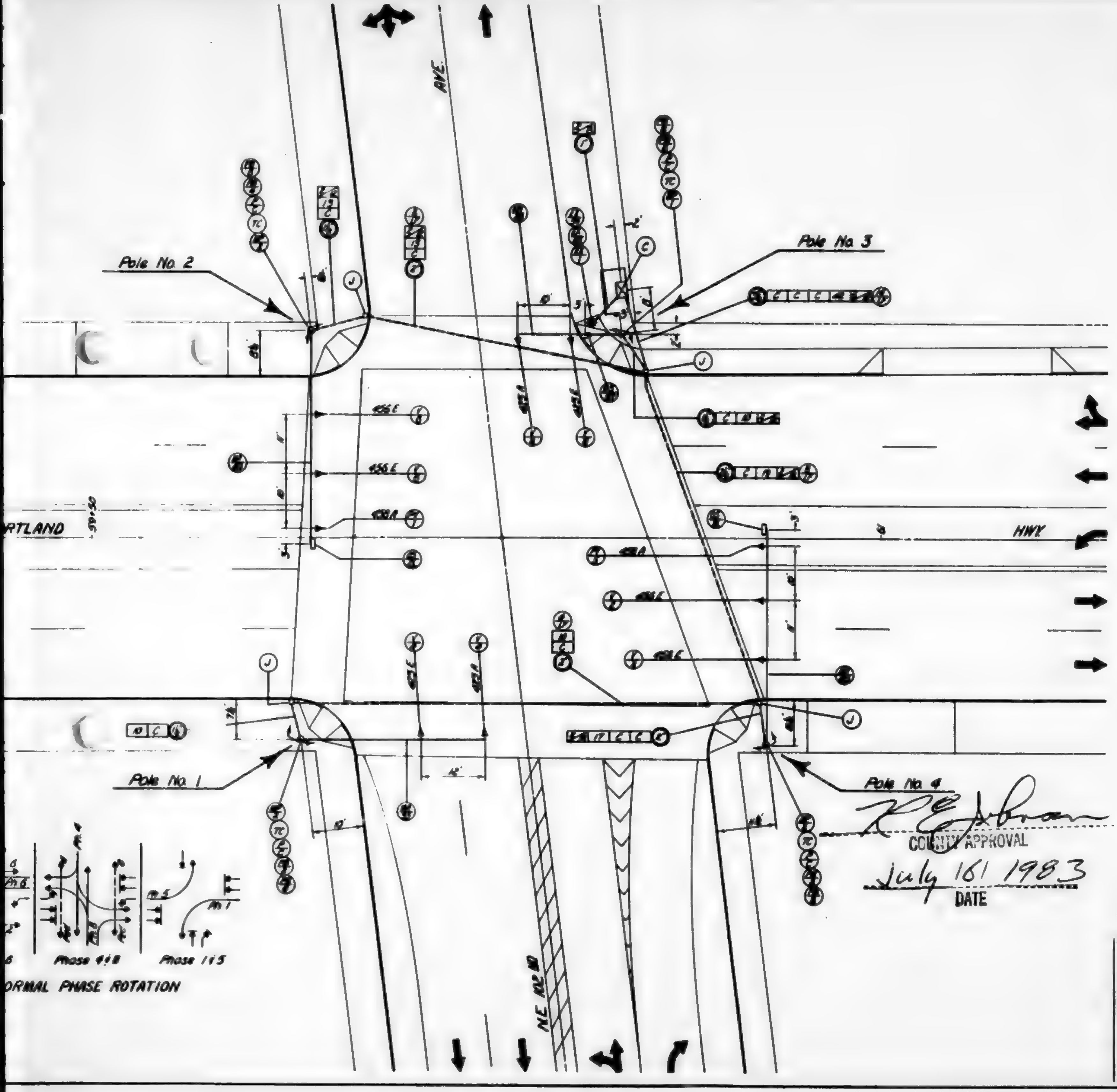
SCALE 0 10 20 40 FEET

L E G E N D

- Maintain and protect existing power pole (power source)
- Maintain and protect existing 120 volt meter base
- Maintain and protect existing service cabinet rewire as required and install 40 amp breaker
- (C) Install Model 170 controller in Model 332 cabinet
- Install type (T) standard traffic signal mast arm pole
- Install (L) foot traffic signal mast arm
- Install phase (Ph) vehicle signal
- Install phase (Ph) programmed vehicle signal
- Install type (T) modified pedestrian signal
- Install phase (Ph) pedestrian pushbutton with instruction sign
- Install interior-illuminated "LEFT TURN SIGNAL" sign
- Install interior-illuminated right arrow "ONLY" sign
- (π) Install terminal cabinet
- (J) Install precast concrete junction box (See Drawing 1471)
- Install (N) loop feeder wires
- [C] Install one No. 8 type THWN wire (signal system common)
- [N] Install (N) No. 14 type THWN wires
- Install (N) No. (G) type TW wires (THW for service)
- (S) Install (S) inch electrical conduit

T = Type shown
L = Length shown
Ph = Phase shown
N = Number of conductors shown
G = AWG size shown

S = Size shown
A = Standard plumbizer
E = Elevator plumbizer
423 = 12" R, 8" Y, 8" G
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA



PRELIMINARY COPY
JUN 1 5 1983
SUBJECT TO MUTUAL REVIEW

COUNTY APPROVAL
July 16 1983
DATE

APPROVED
TRAFFIC ENG.
5/23/83
DATE

DESIGNED BY: HR
CHECKED BY: MJ

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
N.E. 102ND AVE. ~ N.E. 152ND AVE. SEC.
NORTHEAST PORTLAND HWY. (SANDY BLVD)
MULTNOMAH COUNTY

May 1983
ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1480, 1481, 1488, 1489, 2990, 2991, 33009, 35010 & 8548 Thru 8554

8547

9723

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

PRO

Date: June 28, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 00005
Project No. IX-9966(6)
N.E. 100th Ave.-N.E. 152nd Ave. Section
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on July 28, 1983.

A copy of State Clearinghouse A-95 review conclusions was previously forwarded.

DRH:bks
Attachments

cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Robin Brooks (Metro)
Gary Zehner w/att.
General Files

6

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTMEN
BUREAU O

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.:

DATE SUBMITTED TO B.O.: June 28, 1983

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 30 By, NE 100nd Ave. to NE 152nd Ave.	ADT	PRESENT 16,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H-T Pave & Traf. Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9966	SEQ. NO. (6)

CARD

CLASS OF FEDERAL FUNDS: Interstate Transfer Grants-Highway

NAME OF URBAN AREA (17-31): Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO.: U — FEDERAL-AID: 9966 — STATE: 123* — U.S.: 30 By

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(60) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) I000 Y031		"N.E. 100th Ave.-N.E. 152nd Ave. Section"	0.843	627,000	I-80N 532,950		94,050
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.843	627,000	532,950		94,050

1	14	PROGRAM APPROVAL DATES

126-1903

*Sandy Blvd.

REMARKS

Additional Data: Item No. 00005; Projec
Nos. IX-9966(3) & (4).

-0

USCOMM DO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

O.

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 28, 1983

PROJECT LOCATION (45 typewriter spaces) US 30 By, NE 100nd Ave. to NE 152nd Ave.	**ADT**	PRESENT 16,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 178	ITEM NO. 00005

ROPOSED WORK (35 typewriter H-T Pave & Traf. Signals	NATL. FOREST	FH ROUTE NO.	HWY AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9966	SEQ. NO. (6)	I. Projects Only POST MI.	DESIG.	

AL FUNDS
Interstate Transfer Grants-Highway

COUNTY NAME
Multnomah

CODE
051

AREA
Portland

ROUTE NO. U | FEDERAL-AID 9966 | STATE 123* | U.S. 30 By

PROGRAM STAGE
☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) I000 Y031		"N.E. 100th Ave.-N.E. 152nd Ave. Section"	0.843	627,000	I-80N 532,950		94,050	
ARED BY	DRH		PROJECT TOTALS	0.843	627,000	532,950		94,050	

GRAM APPROVAL DATES

*Sandy Blvd.

REMARKS
Additional Data: Item No. 00005; Project Nos. IX-9966(3) & (4).

-over

USCOMM DUSCOMM-DC 40005-P61

N.E. 100th Ave.-N.E. 152nd Ave. Section

Remarks continued:

Projects Data: Work consists of 1) H-T pave overlay and widening as specified by plans to provide a continuous left turn lane; 2) construct 148th Ave. on new alignment with intersection at Sandy Blvd. requiring grade, drain and H-T pave; 3) install new multiphase traffic signals at NE 102nd Ave., NE 105th Ave. and N.E. 148th Ave., revise signal at NE 112th Ave., construct intertie, install OPTICOM as directed and remove existing signals at NE 102nd and NE 105th Aves.; 4) Utility adjustments as required and 5) incidental work common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7188 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed 6-17-80.

Data for 37's:	I000	$427,000
	Y031	$200,000

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '83 TIP/AE page 64, item 115.
3) State Clearinghouse PNRS #7910-2-070.

9723

123 N

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 24-1

TO: Norman Mann
Design Supervisor

DATE: June 15, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
N.E. 102nd Avenue-N.E. 152nd Avenue Section
Northeast Portland Highway (Sandy Boulevard)
Multnomah County

Versteeg
Wakerlig
SECTION
Do Not File ☐
Return To
Follow Up ___/___/___

Attached are two copies of the approved sign study plan for subject project.

This work should be included with the grading, paving, and signal project scheduled for June 30, 1983.

L. E. George

L. E. George
Traffic Engineer

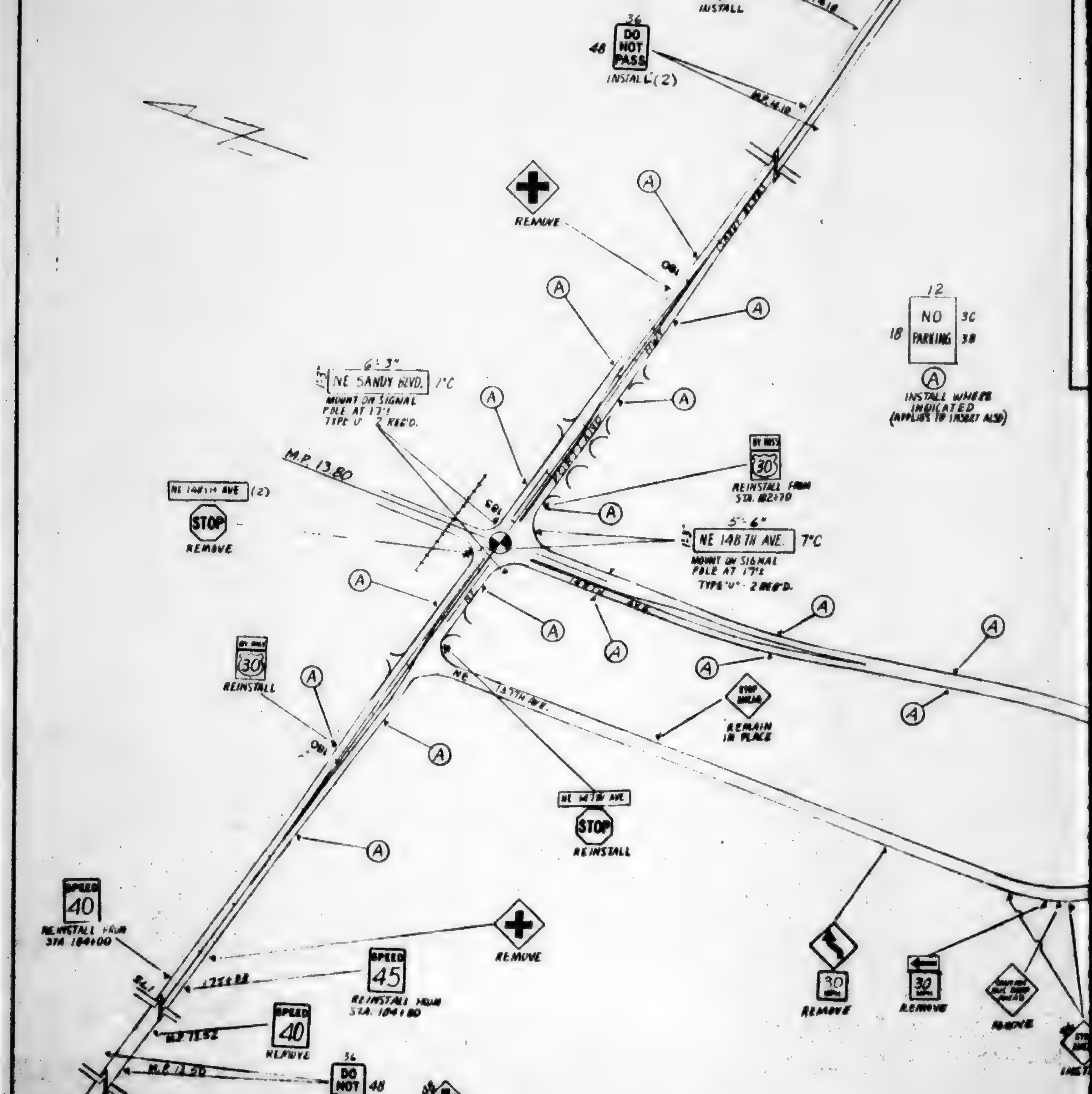
ELS:ds
Attachments

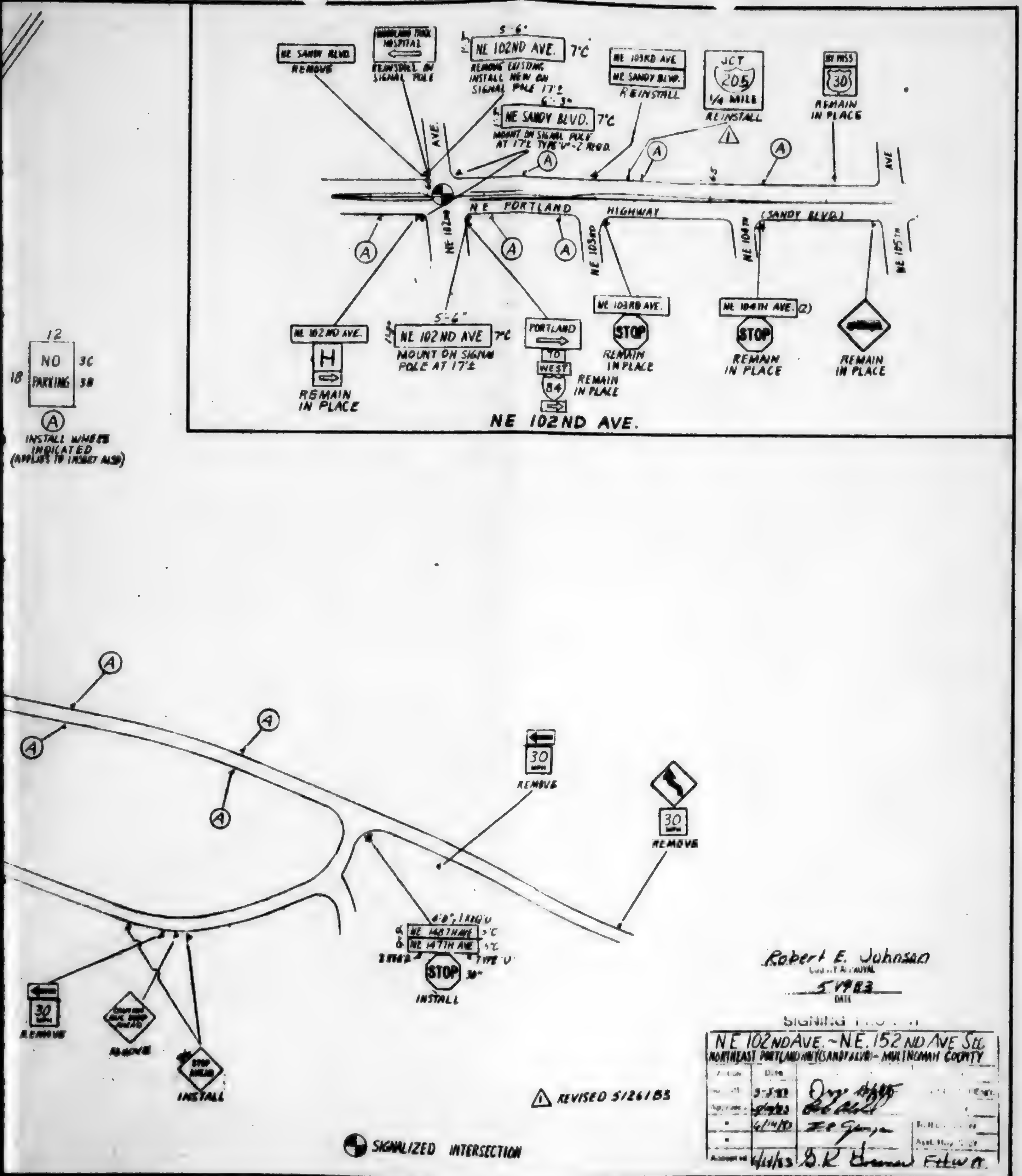
cc: E. L. Hardt
M. D. Payne
R. W. Failmezger

1 kept by Beard

NOTED
W. G. BEARD

81-125-1387


48
INSTALL
M.P. 14.18
36
DO NOT PASS
48
INSTALL L(2)
M.P. 14.10
REMOVE
A
6'-3"
12"
NE SANDY BLVD.
7"C
MOUNT ON SIGNAL POLE AT 17'!
TYPE 'U' 2 REQ'D.
M.P. 13.80
NE 148TH AVE (2)
STOP
REMOVE
PORTLAND HWY
12
NO PARKING
18
3C
38
A
INSTALL WHERE INDICATED (APPLIES TO INSERT ALSO)
BY PASS
30
REINSTALL FROM STA. 182+70
5'-6"
12"
NE 148TH AVE.
7"C
MOUNT ON SIGNAL POLE AT 17's
TYPE 'U' - 2 REQ'D.
BY PASS
30
REINSTALL
NE 147TH AVE.
STOP AHEAD
REMAIN IN PLACE
NE 147TH AVE
STOP
REINSTALL
SPEED 40
REINSTALL FROM STA. 184+00
REMOVE
SPEED 45
175+88
REINSTALL FROM STA. 184+80
SPEED 40
M.P. 13.52
REMOVE
36
DO NOT PASS
48
M.P. 13.50
INSTALL L(2)
M.P. 13.42
48
INSTALL
30
REMOVE
30
REMOVE
REMOVE
INST


NE SANDY BLVD.
REMOVE
WOODLAND PARK HOSPITAL
REINSTALL ON SIGNAL POLE
5'-6"
1'-6"
NE 102ND AVE.
7"C
REMOVE EXISTING INSTALL NEW ON SIGNAL POLE 17'±
6'-3"
NE SANDY BLVD.
7"C
MOUNT ON SIGNAL POLE AT 17'± TYPE "U"-2 REQD.
NE 103RD AVE.
NE SANDY BLVD.
REINSTALL
JCT
205
1/4 MILE
REINSTALL
1
BY PASS
30
REMAIN IN PLACE
AVE.
AVE
A
NE PORTLAND
HIGHWAY
(SANDY BLVD.)
NE 102ND
NE 103RD
NE 104TH
NE 105TH
NE 102ND AVE.
H
REMAIN IN PLACE
5'-6"
1'-6"
NE 102ND AVE
7"C
MOUNT ON SIGNAL POLE AT 17'±
PORTLAND
TO
WEST
84
REMAIN IN PLACE
NE 103RD AVE.
STOP
REMAIN IN PLACE
NE 104TH AVE. (2)
STOP
REMAIN IN PLACE
REMAIN IN PLACE
NE 102ND AVE.
12
NO PARKING
18
3C
3B
A
INSTALL WHERE INDICATED (APPLIES TO INSERT ALSO)
30
REMOVE
30
REMOVE
4'-0", 1 REQ'D
NE 148TH AVE
NE 147TH AVE
5"C
5"C
TYPE "U"
STOP
30"
INSTALL
30
REMOVE
REMOVE
STOP AHEAD
INSTALL

1 REVISED 5/26/83

● SIGNALIZED INTERSECTION

Robert E. Johnson

COUNTY APPROVAL

5/19/83

DATE

SIGNING PLAN

NE 102ND AVE. ~ N.E. 152 ND AVE SEC.

NORTHEAST PORTLAND HWY (SANDY BLVD) - MULTNOMAH COUNTY

Action	Date		
	5-5-83		
	6/14/80		
Approved	4/13/83	G.K.	

723 123

126-1903

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
Final Design Engineer

DATE: June 13, 1983

FROM: JAMES D. McCLURE
Project Development Engineer

JDMcClure

SUBJECT: Recommended Additions
N.E. 102nd Ave.-152nd Ave. Section
N.E. Portland Hwy. (Sandy Blvd.)
Multnomah County

per copy

------Versteeg ------- ✓
------Anderson------ A
--✓--Adams -----------
------Macnab ----------
------Stoudenmeyer-------
------Terpin-------------
------Trout--------------
------Wakerlig ----------

RECEIVED
JUN 14 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Through negotiations with Multnomah County, roughly a $600,000 budget was established for constructing the project. The original project included a new signal at 105th Avenue, a new controller at 112th along with a signal intertie. These improvements were eliminated to arrive at the $600,000 estimated cost.

The recent estimate for the project came in at $421,000, significantly less than the negotiated amount. Therefore, the additional signal work, restriping to five lanes with shoulder overlay work between 100th and 102nd, and an overlay extending to approximately 112th are requested to be incorporated into the project. The additional signal and overlay work is estimated at $170,000, which is within the budget. This is to supplement the additional field work submitted to your office on June 8.

The project is currently targeted for a July 28 bid letting.

JDM:nm

cc: E. L. Hardt
Curt Duval
E. J. Dunn
Jon Rose

REFERRED TO
-------- Watson ----------- Mann -------
-----------Cole----------- Stoudenmeyer-------
--✓-- Erikson F.E.------ King -----------
------ Beard ------ Bedford ------ Lau ------
[✓ Return] Discuss Do File Due ------
By FINAL DESIGN ENGINEER

81-125-1387

9723

126-1903

STATE OF OREGON

INTEROFFICE MEMO

TO: E. L. HARDT
Metro Region Engineer

DATE: May 31, 1983

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: N.E. 102nd Ave.-152nd Ave. Section
N.E. Portland Hwy. (Sandy Blvd.)

I have been advised by Gary Zehner that the current estimate for the subject project is $421,000. We previously negotiated a $624,000 downscoped project with Multnomah County by eliminating some of the signal improvements through Parkrose.

After the meeting I had last week with the Parkrose Chamber of Commerce, I contacted Mark Budlong of Bill's Steakhouse. He said that even though the project did not achieve the continuous median through Parkrose, but since our project was a start, he would not oppose the project. He indicated that he felt the remainder of the Chamber members would also be supportive.

Then I talked to Larry Nicholas and advised him that the new cost estimate for the project was $421,000, significantly less than our previous estimate at $624,000. After some discussion, we agreed to add back in the signal equipment, which is estimated at $85,000, along with some additional overlay work. The County is budgeted for $89,000 local match, relating to a project budget of $590,000. Larry was agreeable to a project in this cost range.

I have requested Dwayne Hofstetter to reinclude a new signal at 105th Avenue, a new controller at 112th Avenue along with the software package for the signal intertie from 99th to 112th. The additional signal work is estimated at $85,000.

The road surface on Sandy Blvd. from 102nd east is a piece of junk, and the 8-foot shoulders between 100th and 102nd Avenues are in poor condition. I requested Fred Eriksen in our Final Design Section to estimate a 2-inch overlay for the shoulders between 100th Avenue and 102nd Avenue, along with a 1-inch cosmetic overlay to obliterate the striping, and to extend a 1½-inch overlay east through the 112th Avenue intersection. Carl Tiller on Fred Eriksen's staff called estimating the work at $85,000, with some additional field work necessary to incorporate into final design.

I have requested E. J. Dunn to prepare the additional field information to extend overlay. I will formally request that the additional work be incorporated into the project. With the additional traffic signal equipment and overlay work, the project would be estimated at $591,000, which should be within budget.

JDM:nm
xc: Curt Duval
E. J. Dunn - Please proceed with added field work.
Fred Eriksen - Formal request to follow with added field work.
Dwayne Hofstetter
Gary Zehner ✓
Jon Rose

PROGRAM SECTION
MANAGER ✓ PROJECT UNIT ✓
JUN 1 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Section 9723 NE 102nd Ave - NE 152nd Ave Programming Estimate $

Highway Northeast Portland 5-24-83 Project Length 2.47 overall 0.35 work area

County Multnomah Completion Time 200 C.D.

Kind of Work Grading, Paving, Signs & Signals Est. Comp. Date

Prefix 126-1903-921 Letting Date June 30, 1983 Project No. 1X-9966(6)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 364,216 85
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs	2000	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping. . . .		
Temporary Pavement Striping. . . .		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		$ 7000
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages. . . .		
Signal Controller Testing	5000	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
	Subtotal	$ 371,216.85
Contingencies (4-1/2%)		16,704.76
Engineering (~~8~~, [✓ 9] ~~10~~%)		33,409.52
	Subtotal	$ 421,331.13
Credit for ______		
Estimated Net Authorization, Construction		$ 421,331.13

APPROVED Rec'd.

cc: Jim McClure 5-24-83

Road Design Engineer E

Rev. 11/81

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section N.E. 102nd Ave. - N.E. 152nd Ave.	County Multnomah	Sheet 1 of 2	
Kind of Work Grading, Paving, Signing and Signals	Length 2.49 overall 1.35 in work on	Date 5-19-83	Name BLACHLY

COST ANALYSIS UNIT. 5-19-83 BW
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 6-30-83

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	-	$10,000^{00}$
	Temporary Protection and Direction of Traffic		All	All	-	$3,000^{00}$
	Temporary Signs		Sq Ft	242	8^{00}	$1,936^{00}$
	Temporary Barricades		Each	17	100^{00}	$1,700^{00}$
	Flagmen		Hour	500	15^{00}	7500^{00}
	Roadwork					
	Clearing and Grubbing		All	All	-	5000^{00}
	Removal of Structures and Obstructions		All	All	-	2500^{00}
	Embankment in Place		Cu Yds	5479	5^{15}	$28,216^{85}$
	Trench Excavation		Cu Yds	73	10^{00}	730^{00}
	Finishing Roadbed and Slopes		All	All	-	3000^{00}
	Watering		M-Gal	23	15^{00}	345^{00}
	Treated Base		Ton	4600	15^{75}	72450^{00}
	Aggregate Shoulders		Ton	660	9^{50}	6270^{00}
	Class "C" Asphalt Concrete Mixture		Ton	2984	20^{00}	59680^{00}
	Asphalt Cement in Mixture		Ton	194	163^{00}	31622^{00}
	12-inch Culvert Pipe		Lin Ft	36	14^{00}	504^{00}
	18-inch Culvert Pipe		Lin Ft	88	18^{00}	1584^{00}
	12-inch Sewer Pipe		Lin Ft	168	14^{00}	2352^{00}

734-1736 (8-81)

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section NE 102 Ave - NE 182 Ave	County	Sheet 2 of 2
Kind of Work	Length / Date	Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Pipe Under Pavement		Lin Ft	56	20.00	1120.00
	Concrete Inlets, Type G-1		Each	1	350.00	350.00
	Concrete Inlets, Type G-2 MA		Each	3	500.00	1500.00
	Concrete Walks		Sq Yd	123	10.00	1230.00
	Concrete Driveways		Sq Yd	256	13.50	3456.00
	Concrete Curbs		Lin Ft	412	4.00	1648.00
	Extra for Asphalt Approaches		Each	15	125.00	1875.00
	Adjusting Manholes		Each	12	250.00	3000.00
	Single Mailbox Supports		Each	1	100.00	100.00
	Roadside Seeding and Mulching		Acre	1	1000.00	1,000.00
	Signing					
	Remove Existing Signs		All	All	–	500.00
	Wood Sign Posts		All	All	–	1000.00
	Type "C" and "D" Signs in Place		Sq Ft	89	11.00	979.00
	Type "EE" Signs in Place		Sq Ft	7	13.00	91.00
	Type "T" Signs in Place		Sq Ft	36	14.00	504.00
	Type "U" Signs in Place		Sq Ft	68	18.00	1,224.00
	Move and Reinstall Existing Signs		All	All	–	350.00
	Traffic Signals					
	Traffic Signal Installation, Complete		All	All	–	105,900.00

734-1736 (8-81)

9723

5-24-83

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

OM MRE OE PPM CE
TOS 5-23-83 ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

May 19, 1983

Mr. Jon Rose, Federal Aid Spec.
Oregon Dept. of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, OR. 97222

RE: N.E. 102nd to 152nd Ave. Section - NE Portland Highway
(Preliminary Signing Plans)

Dear Jon:

We are returning one approved copy of preliminary sign plans for the above referenced project.

Very truly yours,

Larry F. Nicholas, P.E.
County Engineer

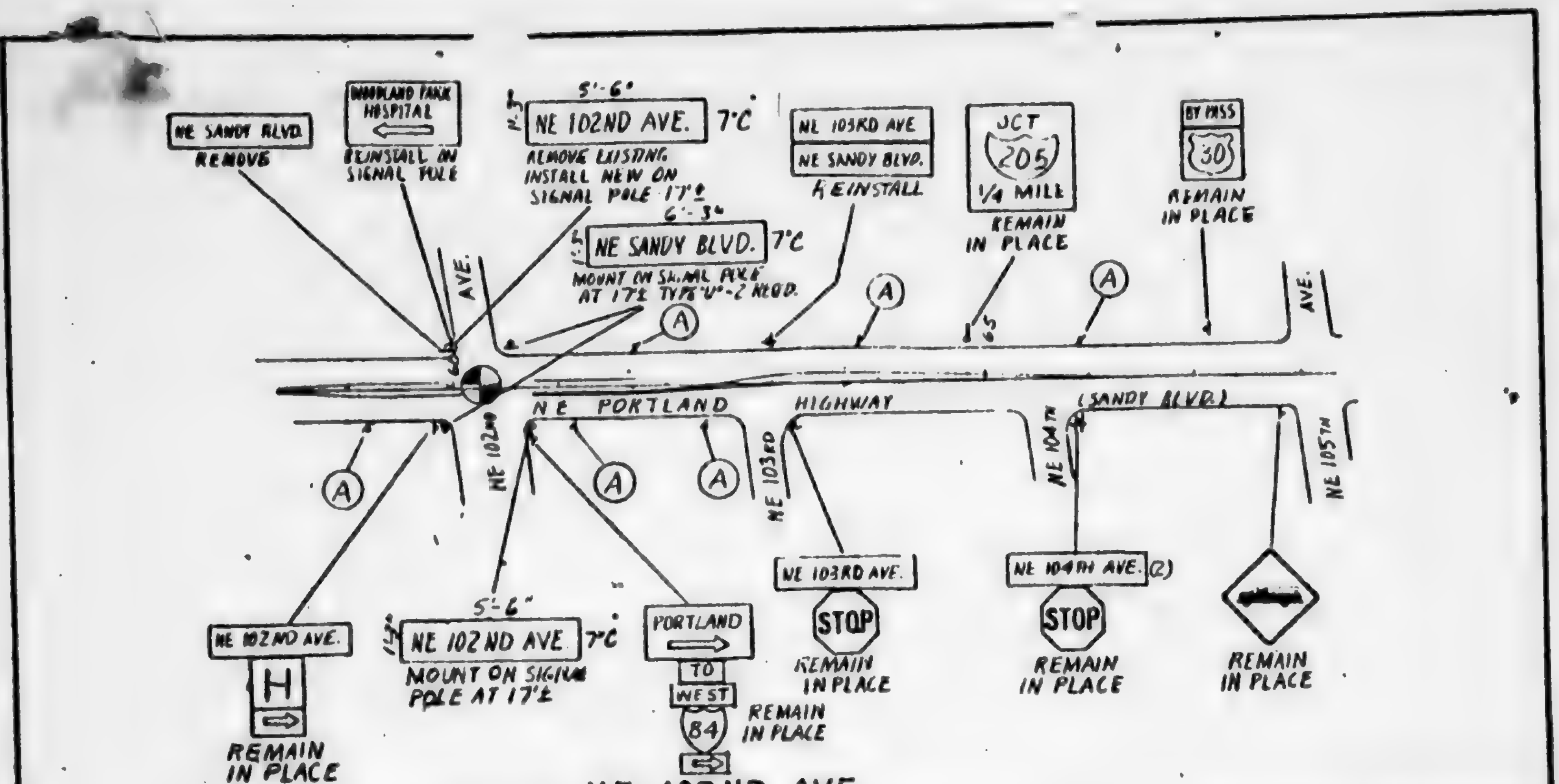
Robert E Johnson
Robert E. Johnson
Traffic Engineer

REJ:im
Encl.

From Metro JON ROSE
Date 5-24
To BUZ SWAN
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: The attached signing plans have been approved by Multnomah County. I understand that Metro Project Development has been discussing the Roadway work with the County.
Please note and advise the Traffic section. Jon Rose

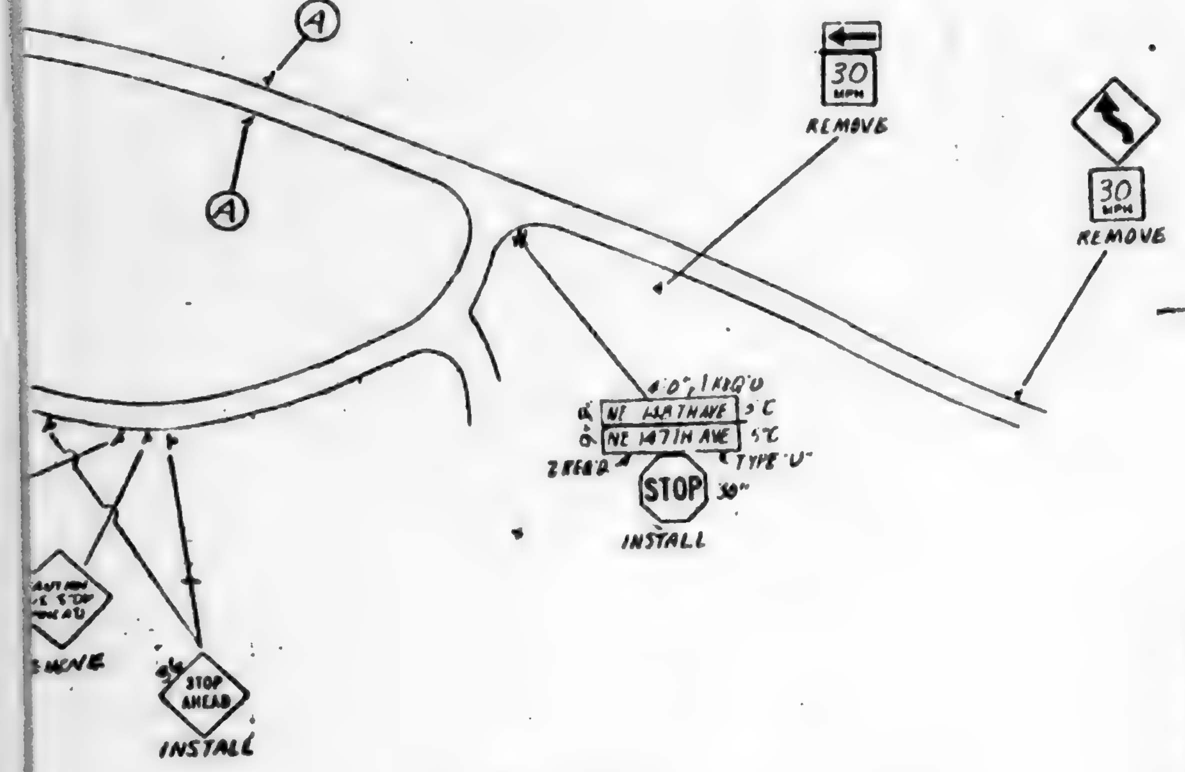
PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
MAY 24 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________
FOR ________________

AN EQUAL OPPORTUNITY EMPLOYER



NE SANDY BLVD.
REMOVE
WOODLAND PARK HOSPITAL
REINSTALL ON SIGNAL POLE
5'-6"
1'-3"
NE 102ND AVE.
7'C
REMOVE EXISTING INSTALL NEW ON SIGNAL POLE 17'±
6'-3"
1'-3"
NE SANDY BLVD.
7'C
MOUNT ON SIGNAL POLE AT 17'± TYPE "U"-2 REQD.
NE 103RD AVE
NE SANDY BLVD.
REINSTALL
JCT
205
1/4 MILE
REMAIN IN PLACE
BY PASS
30
REMAIN IN PLACE
AVE.
A
NE PORTLAND HIGHWAY
(SANDY BLVD.)
NE 102ND
NE 103RD
NE 104TH
NE 105TH
NE 102ND AVE.
H
REMAIN IN PLACE
5'-6"
1'-3"
NE 102ND AVE.
7'C
MOUNT ON SIGNAL POLE AT 17'±
PORTLAND
TO
WEST
84
REMAIN IN PLACE
NE 103RD AVE.
STOP
REMAIN IN PLACE
NE 104TH AVE. (2)
STOP
REMAIN IN PLACE
REMAIN IN PLACE

NE 102ND AVE.



A
A
30
MPH
REMOVE
30
MPH
REMOVE
4'-0", 1 REQ'D
NE 148TH AVE
5'C
NE 147TH AVE
5'C
2 REQ'D
TYPE "U"
STOP
30"
INSTALL
REMOVE
STOP AHEAD
INSTALL

◐ SIGNALIZED INTERSECTION

COUNTY APPROVAL

5/19/83

DATE

SIGNING P.S.&E.

N.E. 102ND AVE.~N.E. 152ND AVE SIG.
NORTHEAST PORTLAND HWY (SANDY BLVD) - MULTNOMAH COUNTY

Action	Date		
Submitted	5-5-83		
Approved			Traffic Engineer
•			Asst. Hwy Engr
•			
Accepted			

97[illegible]

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

[illegible]

In Reply Refer to
File No.:

NOTED
H.S. COULTER

April 11, 1983

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Bldg.
Salem, OR 97310

N.E. Portland Highway at N.E. 148th Avenue
Multnomah County
Crossing No. 2AE15.90

Dear Dave:

We are preparing a contract to install traffic signals at the intersection of N.E. Portland Highway (Sandy Blvd.) and N.E. 148th Avenue in Multnomah County. Due to the close proximity of the Union Pacific Railroad tracks, it is desirable to interconnect the traffic signals with the railroad track circuitry.

Please accept this letter as an application for this interconnection. Attached, you will find eleven copies of the signal plans for this installation. The Highway Division will make the installation through a contractor and will bear the cost of the installation subject to an agreement with Multnomah County. The Highway Division will also be responsible for future maintenance.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

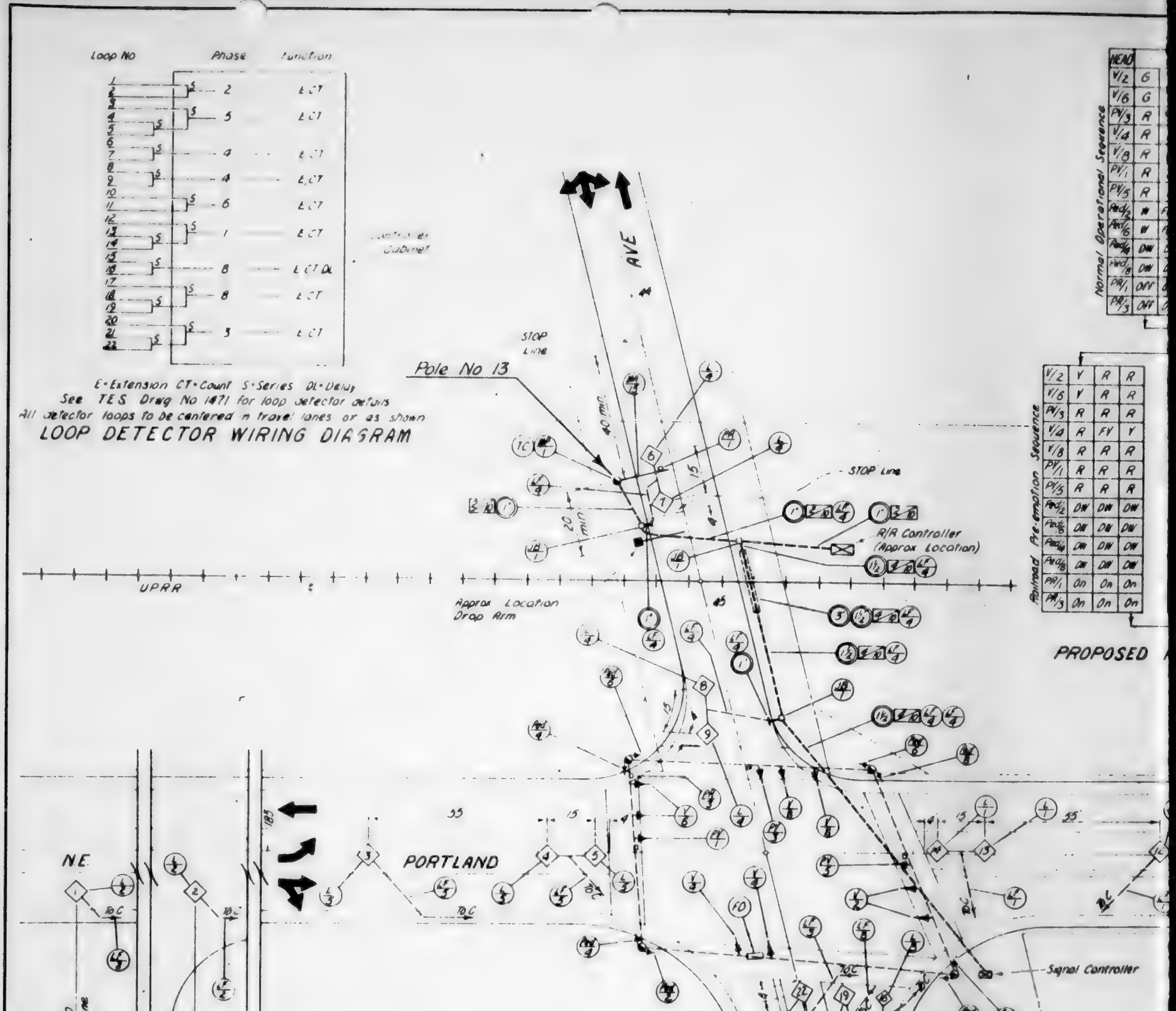
RDT/llr
Attachment
cc: H. S. Coulter - w/copy
E. L. Hardt - w/copy
C. T. Keasey - w/copy
D. E. Swan - w/copy
J. L. Sollis - w/copy
L. E. George - w/copy

RECEIVED
STATE HWY ENGR
APR 12 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122


Loop No
Phase
Function
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
S
2
5
4
4
6
1
8
8
3
E CT
E CT
E CT
E,CT
E CT
E CT
E CT DL
E CT
E CT
Controller Cabinet
Pole No 13
STOP Line
40 min
20 min
AVE
STOP Line
R/R Controller (Approx Location)
UPRR
Approx Location Drop Arm
NE
PORTLAND
55
15
185
TO C
Locate 520 from STOP line
Locate 160 from STOP line
NE 148TH
Signal Controller
PROPOSED

E-Extension CT-Count S-Series DL-Delay
See TES Drwg No 1471 for loop detector details
All detector loops to be centered in travel lanes or as shown

LOOP DETECTOR WIRING DIAGRAM

Normal Operational Sequence

HEAD	
V/2	G
V/6	G
PV/3	R
V/4	R
V/8	R
PV/1	R
PV/5	R
Ped/2	W
Ped/6	W
Ped/4	DW
Ped/8	DW
PR/1	OFF
PR/3	OFF

Railroad Pre-emption Sequence

V/2	Y	R	R
V/6	Y	R	R
PV/3	R	R	R
V/4	R	FY	Y
V/8	R	R	R
PV/1	R	R	R
PV/5	R	R	R
Ped/2	DW	DW	DW
Ped/6	DW	DW	DW
Ped/4	DW	DW	DW
Ped/8	DW	DW	DW
PR/1	On	On	On
PR/3	On	On	On

Normal Operational Sequence

HEAD	INDICATION									
V/2	G	G	Y	R	R	R	R	R	R	R
V/6	G	G	Y	R	R	R	R	R	R	R
PV/3	R	R	R	G	Y	R	R	R	R	R
V/4	R	R	R	R	R	G	G	Y	R	R
V/8	R	R	R	R	R	G	G	Y	R	R
PV/1	R	R	R	R	R	R	R	R	G	Y
PV/5	R	R	R	R	R	R	R	R	G	Y
Ped/2	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW
Ped/6	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW
Ped/4	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW
Ped/8	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW
PR/1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
PR/3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

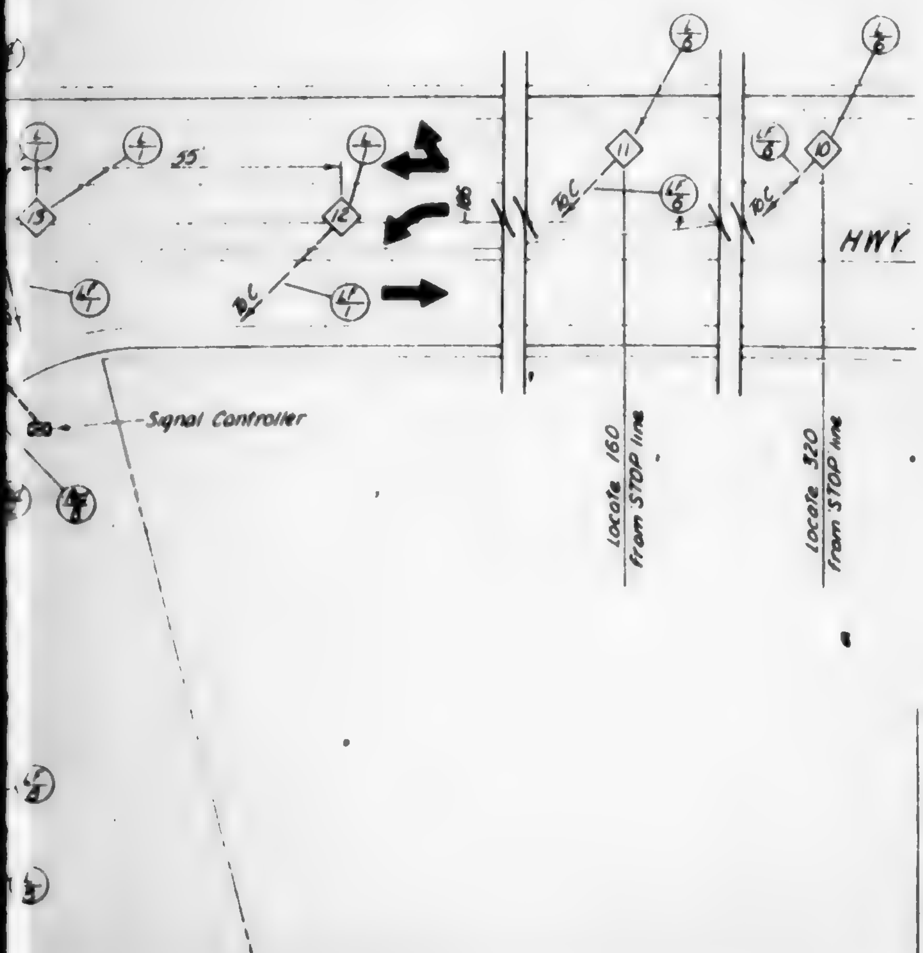
Return to Normal Operation

Railroad Pre-emption Sequence

V/2	Y	R	R	R	R	R	R	R	R	R	R	R
V/6	Y	R	R	R	R	R	R	R	R	R	R	R
PV/3	R	R	R	Y	R	R	R	R	R	R	R	R
V/4	R	FY	Y	R	FY	Y	Y	FY	Y	R	FY	Y
V/8	R	R	R	R	R	R	Y	R	R	R	R	R
PV/1	R	R	R	R	R	R	R	R	R	Y	R	R
PV/5	R	R	R	R	R	R	R	R	R	R	R	R
Ped/2	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ped/6	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ped/4	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ped/8	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
PR/1	On	On	On	On	On	On	On	On	On	On	On	On
PR/3	On	On	On	On	On	On	On	On	On	On	On	On

Service All Phases
Except 4, 5 & 8

PROPOSED RAILROAD PRE-EMPT OPERATION



DETECTOR & PRE-EMPTION PLAN
N.E. PORTLAND HWY. AT N.E. 148TH AVE.

SCALE 0 20 40 80 FEET

L E G E N D

Install type (T) standard traffic signal mast arm pole
Install (L) ft. traffic signal mast arm
Phase (Ph) vehicle signal
Phase (Ph) programmed vehicle signal
Phase (Ph) pedestrian signal
Install "STOP HERE" part time restriction sign
Install "NO RIGHT TURN" part time restriction sign
TC Install terminal cabinet
Install precast concrete junction box (See Drwg. No. 1471)
Install phase (Ph) vehicle detector loop
Install phase (Ph) loop feeder wires
N/G Install (N) No. (G) type TW wires
(S) Install (S) inch electrical conduit
(10) Fiberoptic sign

T = Type shown
L = Length shown
Ph = Phase shown

N = Number of conductors shown
G = AWG size shown
S = Size shown

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED

OREGON STATE HIGHWAY DIVISION
[illegible]
TRAFFIC SIGNAL INSTALLATION
NE 102ND AVE - NE 152ND AVE SEC
NORTHEAST PORTLAND HWY (SANDY BLVD)
MULTNOMAH COUNTY

rll 9723

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9966(3)

5

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00005

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/4/83	8. FEDERAL ROUTE NUMBER FAU 9966	9. STATE ROUTE NUMBER Secondary 123

10. GENERAL LOCATION:
NE 99th Ave. - NE 162nd Ave.

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

Contingent upon modification of project agreement if additional funds are required as requested by Mr. Swan's letter of 3/23/83 this will confirm the advance approval date of 3/4/83 adding "Archeological Salvage" to the character of proposed work and authorization to proceed at a TEC of $989 Federal Funds $840.65.

A signed copy of the Agreement is returned herewith.

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig 4/4

14. DATE 3/30/83	15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-72)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

Date: March 23, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D. E. Swan, P.E., P.L.S. D E Swan
Program Control Engineer

Subject: Program Change
Archeological Salvage

copy
INV

I request approval of a program change to add archeological salvage to the following:

Project No.	Requested Authorization Date		Est. Cost
IX-74(2)	3-04-83	I-205 - BORING RD	$981
IX-9966(3)	3-04-83	NE 99TH - NE 162ND ON SANDY	$989

It is understood your approval of the preceding request will result in authorization to proceed with the work. The estimated total cost of each project is as tabulated with no additional obligation of Federal funds at this time. Additional Federal funds will be requested when and if the need arises to justify an increase in preliminary engineering expenditure. Reimbursement will be claimed on actual cost basis.

I further request confirmation of Mr. Arnold's verbal authorization to proceed with work by the University of Oregon for each project on the date shown in the preceding tabulation.

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy of each for our files.

JLG:blm

Enc.

cc: Maxine Banks
Gary Zehner
General Files

Form 734-3122

972

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ENV 3

March 23, 1983

NOTED
[illegible] HUNTER

Howard Harris
Department of Environmental Quality
P.O. Box 1760
Portland, OR 97207

RE: Indirect Source Permit
NE 99th - NE 162nd Ave.
Northeast Portland Highway
(Sandy Boulevard)
Multnomah County

Dear Mr. Harris:

This letter is a follow-up to our telephone conversation of 3-22-83 regarding whether or not the subject project will require an indirect source construction permit.

The proposed project (see attached map) is intended to improve traffic flow along Sandy Boulevard by constructing a left turn median and left-turn refuges at major intersections. Upgrading of existing signals to three-phase installations is also proposed. The project will also realign N.E. 147th Street south of Sandy Boulevard in order to meet the existing intersection of N.E. 148th and Sandy Boulevard.

We are requesting that an indirect source construction permit not be processed for the following reasons:

1. The only part of the project involving major modification is the intersection of 148th Avenue and Sandy Boulevard. The projected ADT of 148th Avenue is 4150.
2. The projected ADT on Sandy Boulevard in the vicinity of the 148th Ave. realignment is only 12,000.
3. The only portion of Sandy Boulevard that meets indirect source criteria is the 99th - 122nd Avenue Section. The existing ADT is 25,000 and

RECEIVED
TECHNICAL SERVICES
MAR 24 '83
REFER TO
FO

Info	Invest	R/D	N/R	Sign	Act	File

Form 734-3122

the projected year 2002 ADT is 20,300. The decrease is due to the completion of I-205 and the diverting of traffic from Sandy Boulevard.

4. The air quality of the project section should improve, with traffic volumes decreasing and signal progression being improved.

Please consider this request and let us know your decision as soon as possible. If there are any questions, please call me at 378-8511.

Sincerely,

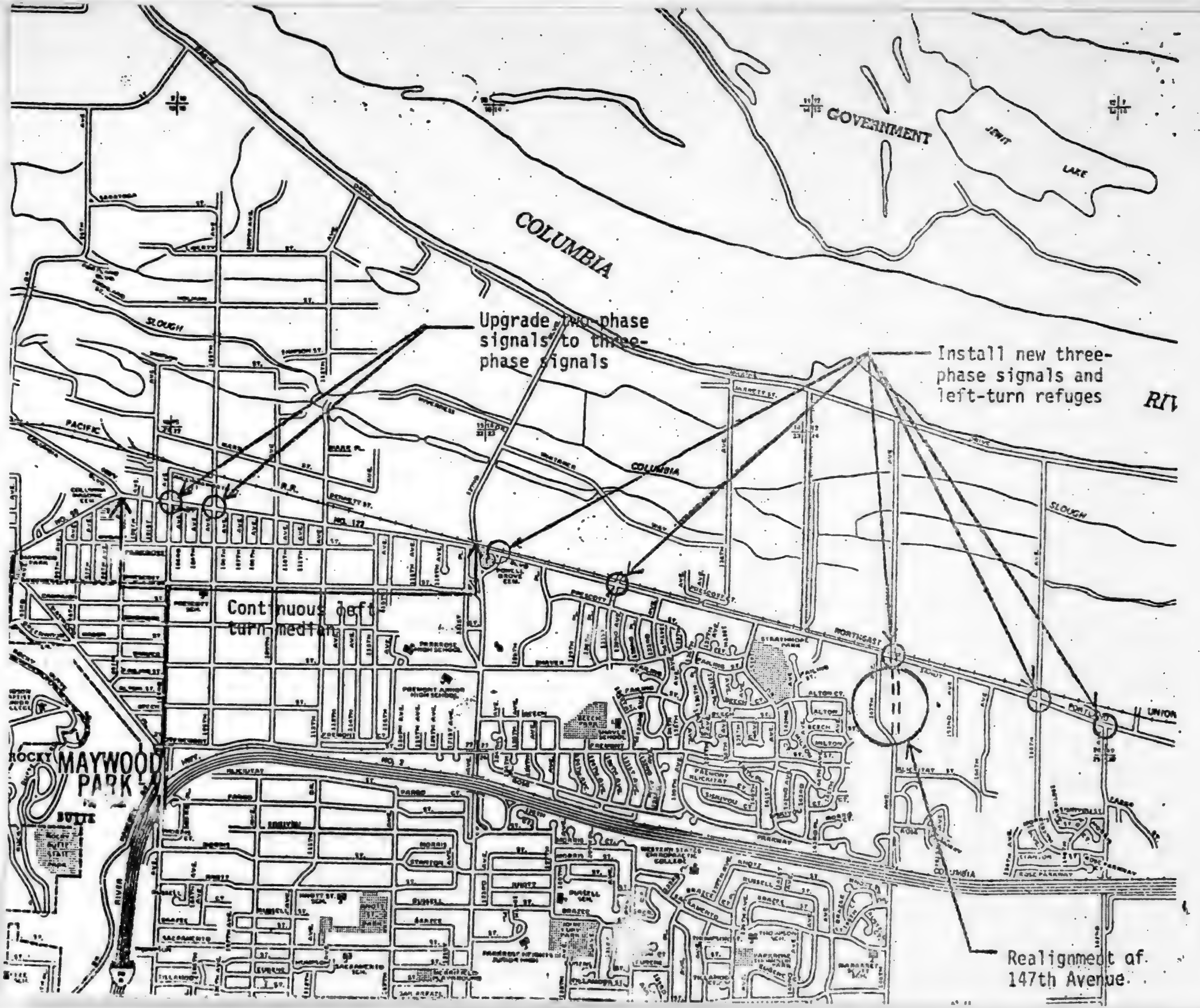
Tim H. Thex

Tim H. Thex, Coordinating Engineer
Environmental Section
412 Transportation Building
Salem, OR 97310

THT:dm

Attachment

bc: Ed Hardt
Ed Hunter


COLUMBIA
GOVERNMENT
LAKE
SLOUGH
PACIFIC
R.R.
COLUMBIA
SLOUGH
Upgrade two-phase signals to three-phase signals
Install new three-phase signals and left-turn refuges
RIV
Continuous left turn median
PORTLAND
UNION
MAYWOOD PARK
ROCKY
BUTTE
RIVER
COLUMBIA
Realignment of 147th Avenue

74-3

2-24-83

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9966(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO. 00005

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-24-83

8. FEDERAL ROUTE NUMBER FAU 9966

9. STATE ROUTE NUMBER Secondary 123

10. GENERAL LOCATION:
N. E. 99th Avenue - N. E. 162nd Avenue Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 2-16-83, you are now authorized to proceed with the actual acquisition of File No. 52432 as shown on R/W map 9B-20-3 at a TEC of $10,000, Federal funds $8,500.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAR 2 '83
REFER TO Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 3/2

14. DATE 2-24-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6-2

Date: February 16, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project No. IX-9966(4)
N.E. 99th Ave.-N.E. 162nd Ave. Section
Multnomah County
(File 52432)

I request authorization to proceed with the actual acquisition of the above listed file on the subject project at an estimated cost of $10,000. The property to be acquired consists of temporary and permanent easements as outlined in red on the enclosed copy of right-of-way map 9B-20-3.

No relocation assistance is involved and authorization to proceed as requested will require revisions in financing as follows:

	Appn	Total Cost	Federal Funds	Pro Rata
Present	580	$ 5,400.00	$ 4,590.00	85%
Addn,t. Parcel	580	10,000.00	8,500.00	85
Total		$ 15,400.00	$ 13,090.00	

CL:bks
Enc.
cc: J. Boyd
E. Mershon
Don Aman
Gary Zehner
General Files

Form 734-3122

December 14, 1982

Les Hampton
Assistant Attorney General
100 State Office Building
Salem, Oregon 97310

File #50740 Wappler
99th-162nd Avenue
NE Portland Highway
Multnomah County

DES 16

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 15 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring up / /
Action

As requested, I searched for data on subject file.

Attached is a copy of the Project Assessment that outlines the overall work to be done under the survey. Items relative to the relocation of 147th (which causes the taking) are highlighted. This includes existing and projected traffic.

Enclosed are two preliminary construction plan and profile sheets that cover the area and also a copy of the original detail map. Access is not controlled and there would appear to be no particular problem in crossing the road at station 51+25 as discussed. The road as planned would be at approximately the level of the adjoining land at that station. There appears to be good sight distance both north and south and the projected traffic is such that it would appear that the road could be crossed without excessive delay.

The field data is in Final Design, the job is tentatively scheduled for April 28, 1983. The designer is Jerry Miller, ext. 8-6275, the field location engineer was E.J. Dunn, 238-8245, Portland and traffic data came from Tom Schwab, 653-3236, Portland. If you have any questions after December 29th, please contact one of the above.

ADOlson

attachment
enclosures

ADO:kg

9723

STATE OF OREGON

INTEROFFICE MEMO

TO: FRED ERICKSEN
Design Supervisor

DATE: November 10, 1982

File # 126-1903

FROM: Curtis H. Duval
CURT DUVAL
Location Manager

SUBJECT: NE 99th - NE 162nd
NE Portland Hwy.
Multnomah County

The following is the anticipated work to be performed on subject section:

ROADWORK: Widen the roadway to 5 lanes (is presently 5 lanes)? between 99th and 105th. Remove parking if other parking area can be developed. If parking is removed from Sandy Blvd., restriping is all that is needed for this work (yet to be determined). Possible work on the side streets for parking. E.J. Dunn working on Parking Solution

Extend NE 148th south to connect to existing 148th. O.K. We Are

SIGNAL MODIFICATION: Modify signals on Sandy at 102nd and 105th to 3-phase from current 2-phase operation. A left turn lane and signal head provided on Sandy Blvd. *This section should be carried west to the Sandy/Columbia intersection. These two signals should be intertied to the two signals in the Sandy/Columbia interchange. *Recommendation Only - No work for us

Existing signal at 122nd upgrade from a 2-phase to 3-phase and provide left turn storage from Sandy to 122nd. No Widening Work on this Job.

New signal by Multnomah County at 138th to remain as is.

Signalize 148th/Sandy 3-phase operation.

STATE PROJECT 158th & Sandy: Widen and install 3-phase signal at 158th & Sandy when Sate funds are available.

All signals should be intertied if funds are available.

1 Versteeg ✓
Anderson
2 Adams
Sullivan

RECEIVED
1982
ROAD DESIGN SECTION

CC: E.J. Dunn
Tom Schwab
Bill Zirbes, Traffic

Notes by Fred Eriksen, Final Design
Orig. to Rd. Design File

Contains Recycled Materials
81-125-1387

SP*75683-125

9723

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 9, 1982

TO: ROGER TRYGSTAD
Railroad and Utility Engineer

File No: 126-1903

FROM: E. J. DUNN
Project Manager

SUBJECT: 99th - 162nd
Multnomah County
Railroad Easements

On Sandy Boulevard at 148th, Metro right-of-way personnel indicate a 15-foot permanent slope easement will be required from the UPRR Co. (sta. 179+70 to sta. 189+50) north side.

It was the intent through this area to stay within the existing right-of-way and not request an additional easement due to financing. A roll of cross-sections showing the original intent is included. Also, a copy of the plan sheet showing the proposed taking is included. Easements for the four bus shelters was shown on plans 9B-20-3, will be required.

Please review and advise.

po

cc: C. H. Duval
E. C. Mershon
Erik Ingebretson

Attachment

cc: Gary Zehner 8-10-82

W

PROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
AUG 10 1982
REFERRED TO____________
FOR ____________
FILE: PM FA LG.

9723

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-1-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9966(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00005

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/1/82

8. FEDERAL ROUTE NUMBER FAU 9966

9. STATE ROUTE NUMBER Secondary 123

10. GENERAL LOCATION:

NE 99th Avenue - NE 162nd Avenue Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 5/27/82 you are authorized to proceed with the actual acquisition of file No. 52305 as shown on R/W map IR-4-763 at a TEC of $5,400 Federal Funds $4,590.

Federal participation is limited to that R/W actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUN 4 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
6-4-82

14. DATE 6/1/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9723

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 27, 1982

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 00005
Project No. IX-9966(4)
N.E. 99th Ave.-N.E. 162nd Ave. Section
Multnomah County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 1R-4-763 for the subject project.

I request the following:

> Authorization to proceed with right-of-way acquisition all phases at an estimated total cost of $13,000 with an obligation of $11,050 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

This request is based on the September 14, 1979 letter to you from the Director of Department of Transportation.

CL:pf
Attachments

cc: J. Boyd
F. Lowe
General Files

9723

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8486
Date: March 22, 1982

File No: 126-1903

TO: CURT DUVAL
Metro Location Manager

FROM: EARL MERSHON Earl Mershon
Program Manager

SUBJECT: S.E. 99th-N.E. 162nd
Sandy Boulevard
Multnomah County

Project Management currently has a right-of-way programming estimate for this project for $68,500. As we discussed, this includes six different files.

E. J. Dunn recently met with Dick Soderquist of Multnomah County, regarding downscoping this project to reduce the right-of-way. Following that meeting, Multnomah County was left with the impression that the only right-of-way now to be included in the federal-aid project is the small parcel at N.E. 147th, with a value of $1,400. You indicated to me that this needs to be corrected to also include the parcel at N.E. 158th for $15,000. The costs for appraisals and right-of-way administration need to be added to these estimates.

Erik Ingebretson tells me that we may also need to relocate a commercial sign in Parkrose. Right-of-way is waiting for E. J. Dunn to provide them with a map showing the existing location of the sign. E. J. and the Right-of-way Section need to pull this together and determine if this is an additional cost.

We need to provide a corrected right-of-way estimate for the federal-aid project to Multnomah County and to our Project Management office. Multnomah County currently has federal dollars set up for right-of-way in the 1982 FAIX allocation equivalent to a total estimate of $29,400.

pa

cc E. J. Dunn
Erik Ingebretson
Gary Zehner

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAR 23 1982
REFERRED TO ________________
FOR ________________
FILE: PM FA LG.

7723 10-19-81 5

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9966(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00005

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/19/81

8. FEDERAL ROUTE NUMBER FAU 9966

9. STATE ROUTE NUMBER Secondary 123

10. GENERAL LOCATION:

NE 99th Avenue - NE 162nd Avenue

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 10/7/81 I approve the revised Preliminary Engineering Costs to a TEC of $78,800 Federal Funds $66,980.

(Increase TEC $6,400 Federal Funds $5,440 Appn. Code 772)

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Owg
10-23

14. DATE 10/19/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7723

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 7, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00005
Project No. IX-9966(3)
N.E. 99th Ave.-N.E. 162nd Ave.
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated September 24, 1981.

Approval of this request will involve an increase of $6,400.00 in total cost and Federal obligation of $5,440.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	Appn Code	%
Present	$78,800.00	$66,980.00		85.0
Previous	72,400.00	61,540.00		85.0
Difference	$ 6,400.00	$ 5,440.00	772	85.0

Funds for this increase will be available from a release of funds on Project IX-9877(3) by project agreement under separate action.

RHZ:bkc
Attachment

cc: R.N. Bothman (Metro)
F.E. Terpin
Judy Smith (Metro)
Jon Rose
E.L. Hardt (Region 1)
Gary Zehner (w/att.)
General Files

Form 734-3122

9723

CON

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: September 17, 1981

FROM: F. C. Lowe FC Lowe
Condemnation/Federal-Aid Coordinator

SUBJECT: N. E. 99th Ave.-N.E. 162nd Ave.
Northeast Portland Highway (Sandy Blvd.)
Multnomah County
Project No. IX-9966(3)

We have received six files on the above FAI-X project that is schedule for a fourth Quarter 1982 letting. We have an estimate of $68,500 to acquire this right-of-way and it will not require a relocation or moving allowance.

Please program this right-of-way with the Federal Highway Administration and provide us with a prefix. This estimate covers files No. 52301 through 52306 as shown on maps 1R-4-762, 1R-4-763 and 1R-4-767.

FCL:jr

1-29-82

25,000 - 11

58,225 - FF
- 25,000
($33,225 FF)

148 th Ave & Sandy
- is 100% County

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
SEP 17 1981
REFERRED TO ____
FOR ____
FILE: PM FA LG.

3-3-82
Part of R/W is FA
funded, Earl Merchon
will determine How much
and let us know.
G

Form E-39 (Rev. 9-71) 9723

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section NE 99th - NE 162nd Ave.
Date September 15, 1981
Highway NE Portland Highway (Sandy Blvd.) #123
Authorization No. 3
County Multnomah
Survey Prefix 126-1903 (Assigned by Salem office)

Description of termini, route, length, etc.: The beginning of the project is NE 99th (M.P. 11.30) and proceeding along the existing alignment to NE 162nd (M.P. 14.51). The work is intermittent throughout the 3.21 mile project length.

Proposed: Provide left turn bays at NE 131st Pl., NE 158th Ave., and NE 148th Ave. Realign NE 148th Ave., upgrade signals from two-phase to three-phase at NE 102nd, 105th, and 122nd Aves. Install new signal at NE 148th Ave. Improve 4 transit waiting areas.

Purpose of survey: State to perform field survey, prepare environmental documents, and complete PS&E.

Estimate of cost: $598,000 (construction)
F.A. No. IX-9966(3) 10-19-81
FAIX (Mt. Hood Transfer)
Class II, Categorical Exclusion

Field Survey	(901)	40,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	8,800
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	1,500
Soils & Geology	(910)	2,000
Traffic	(911)	16,500
Landscape	(912)	
Liaison R/W	(913)	2,500
Utility	(914)	1,000
Photogrammetry	(916)	
Location Studies	(918)	200
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	4,400
Administrative Services	(922)	200
Environmental	(923)	1,000
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	500
Hearings	(980)	
Personal Leave Time	(960)	

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
NOV 5 [illegible]
LOCATION SECTION

Total estimated cost of survey	$ 78,800
Previous authorization	72,400
Additional authorization requested	6,400
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H. Duval
CURTIS H, DUVAL, Metro Location Engineer
Field Engineer

Recommended for Approval:
D R Adams
~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
for
Assistant State Highway Engineer

SP*23604-734

ROAD DESIGN SECTION 373-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

August 27, 1981

J. H. Versteeg
Road Design Engineer

Files 52301 through 52306
N.E. 99th Ave.-N.E. 162nd Ave. (Sandy Blvd.) Section
Northeast Portland Highway
Multnomah County

Attached are descriptions (6 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal fourth quarter of 1982.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

9723

99th-162nd @ N.E. 138th Ave.
Multnomah County Project

Addendum to Narrative Report

126-1981

August 18, 1981

It has come to our attention that the shed (owned by UPRR) left of 138th Sta 4+15, contains railroad signal equipment, the relocation of which would be unjustifiably costly. This shed could be saved by moving the P.I. of the 138th Avenue curve southerly 107 feet, thus shifting the alignment near the shed 26.17 feet easterly. Fill slopes, however, will still encroach on the shed and a concrete shoulder or median barrier used as a retaining wall would solve this problem and minimize excavation in the area. Due to time limitation, the quantity calculations were not revised to reflect this shift, however, the effect on quantities should be minimal.

99th - 162nd @ N.E. 138th Ave.
Multnomah County Project

NARRATIVE REPORT
Prefix 126-8212

July 1, 1981

In response to Multnomah County's request to incorporate their proposed N.E. 138th Avenue to N.E. Sandy Boulevard connection into ODOT's 99th Ave. - 162nd Ave. (Sandy Boulevard) TSM project, this office has reviewed the data received from the County and is forewarding this data.

At present, 138th Avenue connects to Sandy Boulevard via N.E. Prescott Court and N.E. 136th Avenue. This involves an unsignalized, at-grade crossing of O.W.R.R. & N. Co.'s tracks at N.E. 136th Avenue. The proposed project extends N.E. 138th Avenue southerly across the tracks and connects to Sandy Boulevard opposite Sandy Sta 155+52.02. The R.R. crossing at N.E. 136th Avenue will be eliminated. The new connection to Sandy Boulevard requires a new ? phase signal with a railroad intertie and railroad signal gates.

None of the above work costs are a part of the TSM project although it would be applicable if both projects were constructed in unison.

Termini

The termini is approximately 600 feet west, 400 feet east, and 280 feet north of the N.E. 138th/N.E. Sandy Boulevard intersection.

Grade

The work generally follows existing grade lines with the exception of the N.E. 138th extension which matches the existing railroad grade and uses K-values, Crest:15.4, SAG: 16.1 and 19.9.

Control Horizontal

Oregon Grid - North Zone

Local Datum Plane Coordinates

Control Vertical

Sandy TSM project uses City of Portland datum; however, a comparison of cross-section elevations at Sandy Sta's 150+00 and 155+00 indicates a $1^{\underline{50}}$' differential in datum, the County being lower. Due to time restrictions, all elevations shown on profiles and cross-sections are based on Multnomah County data.

Standards

A-1 work along Sandy Boulevard is in accordance with State of Oregon standards.

Exceptions to Oregon Standards

All work on 138th Avenue according to Multnomah County standards.

Proposed Base and Surfacing

Sandy widening: 3" A.C.
13" Treated base (C.T.B.)

138th Ave: In accordance with Multnomah County design
3½" A.C.
1½" 3/4 - 0 Agg. leveling
12" 1½" - 0 Agg. Base

Right-of-Way

By Multnomah County

Material Source

Anticipated Commercial Suppliers

Disposal Sites

Excavation quantities can be absorbed into the embankment quantities required at 148th Avenue. (TSM project)

Temporary Protection and Direction of Traffic

No special problems foreseen on this project - can be accomplished with lane control measures.

Schools

None

Street Closure

None

Clearing and Grubbing

Clearing and grubbing is minimal consisting mostly of clearing narrow strips of brush and sod or weeds in areas of widening, and a short section in the 138th extension across the R.R. tracks.

Drainage

Existing drainage facilities used.

Structures

None

Pedestrian Facilities

Existing pedestrian facilities are used with the exception of new five foot sidewalks on each side of the 138th extension.

Railroad Facilities

Railroad preemption will be required.

Signing

Necessary permanent signing will be done by the Salem Traffic Section.

Utilities

Conflicts with utilities will be identified by the agencies involved and will be addressed in a seperate utilities report by Gary Kennen, Metro Utilities Engineer.

The estimatee cost of the project is $152,946. This includes construction items, E & C, signals, and striping. It does not include right-of-way as Multnomah County will acquire.

This is a Multnomah County project with a construction-finance agreement with the Oregon State Highway Commission.

E.J. Dunn
Resident Engineer

EJD/po

Oregon State Highway Division

Sheet 2 of 2

Summ[illegible] - Bid Schedule - Cost Estima[illegible]

Date July 1, 1981

Section 99th - 16-nd @ N.E. 138th Ave.

County Multnomah

Kind of Work Grading, Paving, and Signals

Length 1000'

Name D.Lewallen

o.	Item	Code	Unit	Quantity	Unit Cost	Total
	Incidentals:					
	Concrete Walks	600	Yd^2	192	17	3264
	Concrete Driveways, Type "A"	608	Yd^2	23	23	529
	Concrete Curbs, Type "C"	600	Lin. Ft.	447	5.50	2459
	Extra for Asph. Approaches	600	EA	1	200	200
	Extra for Asph. Connections	600	EA	3	250	750
	Roadside Seeding and Mulching	681	Acre	0.04	1000	40
	Sub Total					61,186
	Sub Total with mobilization & TPDT					69,141
	Engineering and Contingencies		25%			17,285
	Additional Anticipated Items:					
	Right-of-Way		BY MULTNOMAH COUNTY			
	Signals		ALL			66,000
	Striping		ALL			520
	TOTAL					152,946

Oregon State Highway Division

Sheet 1 of 2

Summa - Bid Schedule - Cost Estima

Date July 1, 1981

Section 99th - 162nd @ N.E. 138th Ave.

County Multnomah

Kind of Work Grading, Paving, and Signals

Length 1000'

Name D. Lewallen

o.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization	111	9%			5507
	Temp. Prot. & Dir. of Traffic	111	4%			2448
	Temp. Signs	111	Ft^2	117	6	702
	Flagmen	111	Hr	200	23.50	4700
	Earthwork:					
	Clearing and Grubbing		All		All	790
	Removal of Struct. & Obstruct.	202	All		All	85
	General Exc.	203	Yd^3	918	8	7344
	Obliteration of Old Roadway		Yd^2	739	2	1478
	Watering	300	M-Gal	23	10	230
	Bases & Pavements:					
	Baserock 1½ - 0	300	Ton	1106	10	11060
	Leveling 3/4 - 0	300	Ton	144	10	1440
	Class "C" A.C. Mixture	300	Ton	476	18	8568
	Asph. Cement in Mixture	300	Ton	31	205	6355
	Cement Treated Base	300	Ton	585	14	8190
	Asph. in Seal Coat	300	Ton	1	250	250

Form 81-734-3363

REGON STATE HIGHWAY DEPARTMEN

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 126-8212 Highway NE Portland No 123 Section 99th-162nd @ 138th

Highway Class County Road Date July 1981

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy). Mylar Federal Aid sheets
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☒	☐	☐	d. Vicinity Maps (PUC and Structures).
☒	☐	☐	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☒	☐	l. Coordinate Sheets.
☐	☒	☐	m. Clearing and Grubbing Chart.
☐	☒	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☒	☐	(1) Description of Bench Mark (Form E-185).
☐	☒	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☒	☐	o. Photostats of Deeds and Legal Instruments covering Ownerships. County Will Acquire
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report. Used Information from Sandy TSM project
☐	☐	☒	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☐	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration? (County)
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered? yes from Sandy TSM project
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☒	☐	☐	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced? By County
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature E. J. Dunn
Locating Engineer

Address Metro-Portland

9723

April 14, 1981

ACC

Mr. Oliver J. Domreis
County Engineer
Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214

Dear Mr. Domreis:

We have approval from the Federal Highway Administration and we are proceeding with the preliminary engineering on the N.E. 99th Avenue-N.E. 162nd Avenue Section of N.E. Sandy Blvd.

Financial sharing of the preliminary engineering is:

Total Estimated Cost	$72,400
Less Federal Funds	61,540
COUNTY SHARE	$10,860

The attachment describes three options for making your advance deposit.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:mf
Attachment

bcc w/AD # 891: Jon Rose, Metro Region Federal Aid Engineer
Vern Skoog - Please return completed AD # 891 when advance deposit is received.

9723

April 13, 1981

DOCUMENTATION OF
ADDITIONAL FEDERAL FUNDING REQUIREMENT

Project Name: 99th - 162nd, Sandy Blvd.

Jurisdiction: Multnomah County

Type of Federal Funds: e(4) X FAU ____ OTHER ____

State Match ____ Local Match 15%

MSD AUTHORIZATIONS FED. $

Resolution No.	PE	ROW	CONST.
Quarterly TIP MSD Staff Rpt. #74	71,493	77,295	440,080

CURRENT COST ESTIMATE FEDERAL AND TOTAL $

Date		PE		ROW		CONST.
	Fed.	64,855	Fed.	17,000	Fed.	508,185
March 30, 1981	Total	76,300	Total	20,000	Total	597,865

ADDITIONAL FEDERAL FUNDS REQUIRED

PE	ROW	CONST.
(6,638)	(60,295)	68,105

COMMENTS: There is a net shortfall of $1,172 (federal).

RECOMMENDED ACTION: Notify Multnomah County of latest estimate

ACTION TO BE TAKEN: ____

Approved:

____ Date ____

a

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
APR 11 1981
REFERRED TO ____________________
FOR ____________________________
FILE: PM FA LG.

9723

4-13-81

NARRATIVE REPORT
99th Ave. to 162nd Ave.
(Sandy Boulevard TSM)
Multnomah County
Prefix 126-1903

County will pay
for all costs over
available F.A.I.-X funds
approved by MSD.
REC'D.
4-13-81
G

MSD
PRIORITY 2
Design only

OK

TABLE OF CONTENTS

Addendum to Narrative Report

Narrative Report of Survey 1

ADDENDUM TO NARRATIVE REPORT

Multnomah County has requested that their proposed connection of 138th Avenue to Sandy Boulevard be submitted in conjunction with this project. This office has received copies and is in the process of reviewing their data. This information will be forwarded upon completion of that review.

The purpose of this authorization is to conduct a survey to prepare plans, specifications and estimates for upgrading the present facility to a facility with improved traffic flow, capacity and safety, and with reduced conflicts between the through and local traffic on Sandy Boulevard. There is also a need for improved viability of public transit as an alternative for commuters in the project vicinity.

On August 28, 1980, a Team II meeting was held to review the funding for the proposed project.

Multnomah County will pay 100 percent of the 15 percent local match, the remaining 85 percent will be from e(4) funds.

It was determined that there were $561,180 in federal funds available to construct the project, making the total dollars available: $660,212. The recon estimate at that time was $796,000.

This office was then instructed to continue the survey, breaking the project into four units to assist in the future determination of areas that could be downscoped. The cost breakdown into units was:

Unit 1 (99th to 108th)	$326,850	
Unit 2 (131st Place)	94,120	
Unit 3 (148th Ave.)	434,143	
Unit 4 (158th Rt. Turn Lane	6,660	
Additional Anticipated Items (overall project)	44,200	(excluding 158th information as submitted 12/79)
Total Cost	905,973	

Another Team II meeting was held to review the project and suggested possible areas which could be downscoped. The resulting recommendations were:

Unit I 99th to 108th

1. Eliminate continuous left-turn lane east of 102th Avenue in favor of a left-turn channelization at 102nd.
2. Eliminate new signal installation and related channelization at 105th Avenue.

Unit II 131st Place

Eliminate all work in this area.

Unit III 147th Avenue/148th Avenue

Eliminate right turn lane on Sandy Blvd. between 147th Ave. & 148th Ave. and minimize related radius work at the 147th Ave. connection.

Unit IV 158th Avenue

No downscoping in this area.

This is a separate location except for the westbound to northbound turning movement from Sandy Boulevard to 158th Avenue.

Total cost of the project after downscoping, $617,865

The Authority for Survey also included a proposal to update the recently constructed signal at 122nd Avenue from a two phase to a three phase. This appears to have the lower priority, so was not included in this survey.

Termini: Westerly terminus is 99th Avenue, or the easterly limits of the I-205/Sandy Blvd. Interchange.

Easterly terminus is 400 feet east of 158th Avenue. Southerly terminus is 2000 feet south of 148th Avenue and Sandy Blvd.

Work is intermittent throughout as the survey is classed a TSM project.

Agreements: State of Oregon/Multnomah County Preliminary Engineering and Construction Agreement No. 7188 and 7310, copies of which have been made part of this narrative.

Misc. Data used to support this Survey:

1981 Unit Prices:	George Sandford 10-14-80 and 3-17-81
Surfacing Design:	Joe Fields 10-16-80.Earthwork quantities based on an 18" surfacing design. 148th Ave. now uses 11 inches. Due to time restrictions, these earthwork quantities are not adjusted in the final calculations. The surfacing quantities were changed to reflect the latest surfacing design.
Right-of-Way:	Erik Ingebretson, Metro R/W - 10-20-80 & 3-31-81
Signalization Costs:	Lee Gunderson, Region I Traffic 8-28-80
Bus Shelters:	Ron Higbee, Tri-Met - 10-13-80. Tri-Met will advise when the locations for these shelters are determined.
148th Avenue Realignment	Dick Soderquist, Multnomah County 4-11-80

Alignmnet

Unit I-102nd - 105th

Centerline shifted six feet north to facilitate on -street parking along the south side only between 103th and 105th. West of the end of the 102nd channelization (280 feet west of 105th intersection) the left turn lane is eliminated. This facilitates on-street parking on both sides of Sandy Boulevard within the existing curb lines.

Unit II-131st Place

All work in the area eliminated in downscoping of project (March 1981)

Unit III-148th Ave.

No change in alignment along Sandy Blvd. The realignment of 148th/ 147th Ave. was as per Multnomah County drawings received 4-11-80. (Drawings enclosed)

Unit IV-158th & Sandy Blvd.

In December 1979, this office prepared and submitted a vicinity map for installing traffic signals at the 158th and Sandy Blvd. intersection. This proposal also included improvement of 158th north over the UPRR. At present, the UPRR is starting work on installing railroad signal gates adjacent to their facilities as part of this prior plan.

None of the above work or costs are a part of this TSM project although it would be applicable if both projects were constructed in unison.

This office did add a westbound and northbound lane to facilitate traffic during train movement. These costs are included.

Copies of the proposal for 158th (1979 data) are included for information.

Grade

148th Avenue realignment grades are based on a 35 m.p.h. design speed. K-values used, Crest-64, SAG-45. All other units generally follow existing grades.

Control, Horizontal

Oregon Grid - North Zone

Local Datum Plane Coordinates

Control, Vertical

City of Portland Datum, with the exception of the 148th Avenue realignment (USC & GS 1947).

Multnomah County had previously done the location for the 148th Avenue realignment years ago, so this office used as much of their data as possible, updating as necessary. It was later discovered that their vertical datum was USC & GS, but work on the other portions of the project had progressed to a point where conversion to a single datum seemed impractical. Therefore, a vertical equation is being used at Station "148th 46 + 08.00 (1.38' differential).

Standards

State of Oregon standards.

Exceptions to Oregon Standards

Bus passenger shelter and foundations, Type B. This office met with

Tri-Met to discuss these shelters. They recommend and prefer the shelters be constructed of the design and materials similar to the shelters on the N.E. Columbia Blvd. - N.E. Weidler St. (Union Avenue) Section (14V-348-Sht. 2B).

The sag vertical curve on 148th Avenue approaching Sandy Blvd. has a "K" value of 33. This is approximately the minimum curve for a design speed of 3- m.p.h. This area, at present, is illuminated, so this vertical curve should be adequate.

Typical Section, Roadway

	Shoulder	Travel Lanes		Median	Travel Lanes		Shldr.
99th - 105th (Sandy)	2'	11'	11'	12'	11'	11'	2'-8'
148th (Sandy)	4'	-	12'	0-14'	12'	-	4'
148th Ave. Realignment	4'	-	12'	0-14'	12'	-	4'
158th (Sandy)	-	12' (Added right-turn storage lane westbound to northbound)					

Proposed Base and Surfacing

Overlays: 1 1/2" A.C. (Future)
3" A.C. w/1" leveling (total 4")

Widening: 1 1/2" A.C. (Future
3" A.C. (Immediate)
13" Treated Base

Other Roads: 3" A.C.
8" Treated Base

Surfacing for the 158th right-turn is: One inch A.C. wearing, 12" A.C. base. This was taken from the proposed plans for this intersection that was received from final design.

Access

99th - 103rd Avenues: No parking both sides

103rd - 105th Avenus: No parking north side only

105th - 107th Avenues: Parking both sides

Right-of-Way, General

Between 102nd and 105th avenues, an additional foot of right-of-way is required for the sidewalk on the north side. Back slopes for this area could be under a permit of entry since all parcels consist of matching existing A.C., concrete parking or topsoil, and would be for the benefit of the property owners.

R/W needed for the 148th Avenue realignment will be negotiated and obtained by the State, but will be paid for by the County with no federal aid participation.

Takings/Easement

102nd - 105th Avenues	Takings	Const.	Permit
William & Irene Manassau - Bk. 571 Pg. 266	-	X	(Only)
J.W. Copeland Yards - Bk. 268 Pg. 284	25'^{2} plus	X	
David & Mildred Fleming - Bk. 1674 Pg. 510	70'^{2} plus	X	
148th Avenue			
Stella Rossi - Bk. 1125, Pg. 617	291'^{2} plus	X	
Norma Norton - Bk. 1213 Pg. 628	-	X	(Only)
Leon & Shirley Hood - Bk. 1359 Pg. 604	-	X	(Only)

148th Avenue (cont'd)		Takings	Const.	Permit
UPRR		-	X	(Only)
	One Parcel -	291 Ft.^{2}	4	Permits

Right-of-way takings to be obtained by ODOT but financed by Multnomah County without federal aid participation:

Martin & Margaret Wappler - Bk. 1325, Pg. 358 33,355 ft.^{2}

Ernest & Lotus Wright - Bk. 595 Pg. 834 20,050 ft.^{2}

Metro Right-of-Way is presently in the process of appraising these two parcels for the County. This information will be forwarded upon receipt.

158th Avenue

Multnomah County is in the process of obtaining the R/W needs for the entire 158th Avenue intersection from the railroad. This project is in Final Design in Salem.

Material Source

Anticipated commercial suppliers.

Disposal Sites

Excavation quantities from 102nd-106th (274 C.Y.) when combined with excavation quantities from 148th (5837) and 158th (21 C.Y.) can be absorbed into the embankment quantities required at 148th (5616) CY and 158th (80 CY) when a shrink factor of 1.43 is used. This leaves approximately 2015 CY which will have to be borrowed.

Possible Material Source

Rogers: 190th & Main 4 Mile haul ±

Curb, sidewalk and pavement removal quantities are included under general excavation and are briefly tabulated as follows:

Item	102nd Unit	148th Unit	158th Unit
Curb	487 Lin. Ft.	-	-
Sidewalk	156 Yd^2	-	-
Pavement	115 Yd^2	1072 Yd.^{2}	-

The above items, along with other removal items, are covered under, "Removal of Structures and Obstructions" and are covered accordingly in the calculations pad and also listed below:

102nd to 106th:

Curbs	487 Lin. Ft.
PCC Driveways	166 Sq. Yards
Inlets	One each
Pavement	155 Sq. Yards
Pipe (12")	85 Lin. Ft.
Walks	156 Sq. Yards

131st

148th

Pavements	1072 Sq. Yards
Frame Buildings (3)	96,795 Cu. Ft.
(2) Bldg. w/conc. found.	
(1) Bldg. without	

Parks

None

Schools

None

Street Closures

None

Temporary Protection and Direction of Traffic

No special problems foreseen on this project. The work is typical of any widening project and can be accomplished with lane control measures.

Short delays will be experienced at the south end of the 148th Avenue realignment during the construction of the temporary connection. One-lane traffic can be maintained at all times, however.

Clearing and Grubbing

With the exception of an area of brush and trees at the 147th - 148th connection, clearing and grubbing is minimal consisting mostly of clearing narrow strips of brush, sod or weeds through areas of widening.

Drainage

Existing drainage facilities are generally used and are extended or adjusted where necessary. Construction of the 148th realignment will require an outlet ditch between 148th stations 51+50 and 56+50 on the right side.

Structures

None

Pedestrian Facilities

Existing pedestrian facilities are used throughout the project with the exception of the new five-foot sidewalk to be constructed along the north side of Sandy Boulevard between 102nd and 105th avenues.

Bus Facilities

Four new bus passenger shelters are to be located on this project. (See exceptions to Oregon Standards). The location of these shelters are based on recommendations by Tri-Met officials. In all four cases some minimal earthwork (60CY ± EMB), sidewalk, and surfacing work will be required. These quantities are not included in the cost estimate. A lump sum figure of $4200 each was used for shelter installations. (Locations and related information enclosed.)

Railroad Facilities

Railroad preemption will be required at 148th.

Signing

Necessary permanent signing required will be done by the Salem Traffic Section.

Signalization

102nd Avenue - Upgrade existing two-phase to three-phase.

148th Avenue - New three-phase with railroad preemption

Utilities

Conflicts with utilities will be identified by the agencies involved and will be addressed in a separate utilities report by Gary Kennen, Metro Utilities Engineer. To date, adjustment of utilities are non-reimbursable.

A proposed restaurant/motel is going to be constructed between stations 70 and 72 (left side, near 106th Avenue) the proposed grading elevation will be near that of the existing sidewalk. Driveway locations in this area could change. When this office receives plans for this development, they will forwarded at a later date.

E. J. Dunn
Resident Engineer

EJD/po

4/1/81

In the vicinity of this project there are two additional projects scheduled, these being the 158th and Sandy project which is in Salem Design and the other project which will be a new connection at 138th and Sandy. The latter is for a signalized intersection and is being worked up by Multnomah County and will be submitted through this office when received.

The latter projects are being mentioned so that perhaps they may or could possibly be scheduled together.

372

5

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	X-9966(3)
STATE PROJECT NO.	See below
PROGRAM NO.	
COUNTY NAME	Multnomah
ITEM NO.	00005
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO [illegible]
FOR

1-13
orig

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	1/6/81
FEDERAL ROUTE NUMBER	FAU 9966
STATE ROUTE NUMBER	Secondary 123

GENERAL LOCATION:
NE 99th Avenue - NE 162nd Avenue Section

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* Program change
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12/22/80 I approve the revised Preliminary Engineering Costs to a TEC of $72,400 Federal Funds $61,540.

(Increase TEC $10,000 Federal Funds $8,500)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/6/81	G. K. Hoss	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-555

97-[illegible]

5

June 24, 1980

AGR 4

Multnomah County Engineer
2115 S. E. Morrison
Portland, OR 97214

MISC. CONTRACTS and
AGREEMENTS No. 7188

Gentlemen:

Attached for your records is a fully executed copy of an agreement for preliminary engineering and construction-finance of 99th Avenue-162nd Avenue Section on the Northeast Portland Highway in Multnomah County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

Attachment

bc: Don Harwell (agreement attached)

9725

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9966(3)

S E PROJECT NO. See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 00005

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

12 5
ow

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	11-30-79	FAU 9966
		STATE ROUTE NUMBER Secondary 123

GENERAL LOCATION:

NE 99th Avenue - NE 162nd Avenue Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-3-79 you are authorized to proceed with the work as shown above at a TEC of $62,400 with Federal participation limited to $53,040.

(Advice No. 823-10-0-01 dated 11-30-79)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-30-79	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-918

9723

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: BUZ SWAN
Project Management

DATE: November 9, 1979

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: Agreement Revisions
99th Avenue-162nd Avenue Section (N.E. Portland Highway)
Multnomah County

Before Multnomah County will sign the subject agreement, several revisions must be made. The following items were discussed in a meeting with Metro:

Page 2 wording should be added to call for the State to obtain any right-of-way needed for improvements to Sandy Boulevard with right-of-way costs included as part of the project cost and participation.

Page 2, item 2 under County obligations; County objects to this and since all necessary work has already been done, the entire item should be deleted.

On page 2, item 3 under County obligations; this paragraph should be changed to indicate that the county shall obtain right-of-way and easements necessary for the relocation of N.E. 148th Avenue at its own cost and expense and without federal aid participation.

Page 3, item 7. This should be rewritten to limit the county's responsibility for electrical energy to those intersections of county roads with state highways. The Sandy Boulevard/Columbia Boulevard signal controls traffic on two state highways and the county objects to paying energy costs at such locations.

Page 3, item 8. The County wishes this item clarified to indicate that the State shall be responsible for relocating utilities lying within State jurisdiction and the County shall be responsible for utility adjustments necessary for the realignment of N.E. 148th Avenue, but the County may request the State to act in the County's behalf in arranging for any such adjustments.

In addition to the above changes requested by Multnomah County, Region 1 would like to see the standard paragraph which prohibits the County from making changes in signal timing without consulting the State.

So that we may get the County's signatures and proceed with the project, please consider this request and prepare a new agreement to incorporate the appropriate changes.

po

To typist 11-15-79.
MCH

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
NOV 13 1979
REFERRED TO ________________
FOR ________________
FILE: PM FA LG.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: NE 99th Avenue- N.E. 162nd Avenue Portland

DATE: October 30, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
NOV 5'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Noted
H. S. COULTER

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7910 2 070

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

cc: Region Engineer: M-1
M-R. N. Bothman
1-E. L. Hardt

District Engineer: 2
W. W. Giebel

9-5-79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Division
Dept. of Environmental Quality
RECEIVED
[illegible] 1979

PNRS STATE REVIEW

Project #: ______________________ Due Date: OCT 26 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Noise Control Section Comments: This project may encourage more traffic on the local street system; resulting in increased noise impact to residential property. These secondary noise impacts should be addressed in the noise study report.

Agency DEQ By Norman L. Jette
[illegible]

9723

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 25, 1979

In Reply Refer to
File No. PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Scope of Work
Item No. 00005
Project No. IX-9966(3)
N.E. 99th Ave.-N.E. 162nd Ave. Section
Sandy Blvd. (US 30 Bypass)
Multnomah County

In reference to your memorandum of October 12 (HFO.1-OR) I trust this response will clarify what work is to be accomplished under the project.

The project assessment was written to encompass the ultimate work envisioned by Multnomah County as set forth in CRAG Staff Report No. 17.However, MSD did not apportion enough funds to accomplish the desired project. This resulted in the downscoping of proposed construction work as reflected in the PR-1 and the Authority for Survey.

In order to increase the amount of funds available for construction, the County intends to purchase the right-of-way required for the project. This action will release MSD apportioned amount for the right-of-way phase of work for use in the construction phase.

As preliminary engineering work progresses and more funds are made available or estimates are favorable, the County desires to increase the scope of work under the construction phase to approach the desired ultimate project.

Since Staff Report No. 17 was published, a contract has been awarded to install traffic signals on Sandy Blvd. at 122nd and 162nd Avenues under Projects TQM-9966(1) and (2). This fact was inadvertently omitted on the PR-1 form under "Existing Facility". As the actual installation did not begin until September 20, 1979, this information did not show as "existing" in field data submitted for the project.

Attached is the signal warrant for the intersection of Sandy Blvd. at 158th Avenue. If the preliminary engineering study, as it progresses, indicates funds are available to accomplish the signal installation, the County will wish to include it in the construction project. At this time Sandy Blvd. at 131st Avenue does not meet signal warrants according to the last investigation data.

Rather than have to go back to UMTA for additional funds (if the scope of work enlarges) to encompass the ultimate project as the preliminary engineering phase of work progresses, I believe that the logical approach is to request the funds stipulated in my letter of October 3 with any restrictions you deem necessary stated on the PR-1240. But, if this approach does not appeal to you, I have also attached a revised "Authority for Survey" which has been pared to the bone to reflect the cost we anticipate will cover only the work set forth on the PR-1, which will change my request to TEC $50,500 with FF $42,925.

Please notify me of your decision so I will be aware of the state of the project.

JLG:sr
Attachments
cc: Gary Zehner

97-5

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9966(3)
N.E. 99th Avenue-N.E. 162nd Avenue, Sec.
Sandy Blvd. (U.S. 30 Bypass)
Multnomah County

Date: October 12, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The support data submitted with Mr. Swan's October 3, 1979, letter covering the subject project has been reviewed and found to be somewhat confusing since it does not agree with the information contained in the approved project assessment. For example, the assessment indicates that new signals would be installed at the intersection of Sandy Boulevard and 122nd, 131st, 148th, 158th, and 162nd Avenues while the PR-1, the authority for survey, and the traffic signal warrant comparison indicates that a new signal would be installed at only 148th Avenue.

We would appreciate clarification of what work is to be accomplished under this project. If the project assessment is correct, then we would need traffic signal warrant comparisons for the other intersections to be signalized. If the PR-1 is correct, then additional supporting information justifying the expenditure of $62,400 for preliminary engineering will be necessary prior to approval.

G. L. Green

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REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Reg to

9723

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 3, 1979

In Reply Refer to
File No.:

PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00005
Project No. IX-9966(3)
NE 99th Ave.- NE 162nd Ave. Section
Sandy Blvd. (US 30 By)
Multnomah County

Attached is support data consisting of PR-1 forms, project maps, Authority for Survey and Traffic Signal Warrant Comparison for new signal installation.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimate total cost of $62,400 with obligation of Federal funds of $53,040.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work in accordance with the Oregon Action Plan, Federal Regulations & Statutes.

These requests are based on September 14 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval will be forwarded upon receipt.

JLG:fkc
Attachments

cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

N H

Form 734-3122

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMEN
BUREAU O

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 10-3-79

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 30 By, NE 99th Ave. to NE 162nd Ave. 65	ADT	PRESENT 16,000	FUTURE (66) (70) 20,000	YEAR (71) (72) 00	REGION 10	STATE NAME Oregon	STATE CODE (2) (3) 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Preliminary Engineering	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 IX-	NUMBER 7 9966	SEQ. NO. 13 (3)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Multnomah			CODE (14) (16) 051	PRO
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID (32) 9966	STATE (36) (37) 123*	U.S. (41) 30 By	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHAR PROP (Full
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE TOPICS			3.2	62,400	53,040	- - -	9,360	Util. pr required
5					ROW								
5					CONST (CODE)		"NE 99th Ave.-NE 162nd Ave. Section"		(502,600)				ROW - 50' Access Co Parking R none.

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	3.2	62,400	53,040	- - -	9,360
1	14	PROGRAM APPROVAL DATES 10-18-78			(16) (23)	(24) (33)	REMARKS	Additional Data: Item Nos. 80170 Project Nos. TQM-9966(1) & (2)

* Sandy Blvd.

USCOMM DUS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

10-3-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) US 30 By, NE 99th Ave. to NE 162nd Ave.	ADT	PRESENT 16,000	FUTURE 20,000	YEAR 00	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 823	ITEM NO. 00005

OPOSED WORK (35 typewriter ary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): IX- NUMBER: 9966 SEQ. NO.: (3) I. Projects Only: POST MI. DESIG.

FUNDS Interstate Substitutions General Funded	COUNTY NAME Multnomah	CODE 051	PROGRAM STAGE ☐ 1 OR ☐ 2
EA Portland	ROUTE NO. U FEDERAL-AID 9966	STATE 123*	U.S. 30 By

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE TOPICS		"NE 99th Ave.-NE 162nd Ave. Section"	3.2	62,400	53,040	- - -	9,360	Util. prep. work as required.
ROW								
CONST (CODE)				(502,600)				ROW - 50' min.; Access Control-none; Parking Restrictions-none.
ED BY: JLG		PROJECT TOTALS	3.2	62,400	53,040	- - -	9,360	

M APPROVAL DATES 10-18-78

* Sandy Blvd.

REMARKS Additional Data: Item Nos. 80170 & 80171; Project Nos. TQM-9966(1) & (2)

- over -

USCOMM DUSCOMM-DC 48905-P61

NE 99th Ave.-NE 162nd Ave. Section
Project No. IX-9966(3)

Existing Facility:
99th to 122nd --- 60' bit. surf. roadway accommodating 4 lanes, 2' median and variable width shoulders.
122nd to 162nd --- 30' bit. surf. roadway accommodating 2 lanes with variable width shoulders.
Sidewalks --- Both sides between 99th and 115th
Signals --- At 99th, 102nd, 105th & 112th
Structure --- O'xing of 122nd Ave; RC Slab Spans; L 134': HC 56'

Adjacent Sections:

W End --- 20' bit. surf. roadway with 6' shoulders
E End --- 30' bit. surf. roadway with 6' shoulders

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future upgrading of existing traffic control signals, installation of new traffic control signals at 148th, construction of left-turn refuges, realignment of 147th Ave. to intersect at 148th Ave., and construction of transit shelters.

Right-of-Way: To be acquired by County.

System Action, Water Developments, Railroads, Historical and Recreational Areas: None involved.

Airports: Portland International Airport lies northwesterly within two miles of the project. The proposed work will not cause any conflict with the operation of the airport.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on September 5, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse --- A-95 review conclusions dated ____________.
b) Dist. 2 Clearinghouse --- Satisfied by inclusion in CRAG (MSD) TIP.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, Federal Regulations and Statutes.

NOTE: 1) This project is in Congressional District No. 3.
2) Included in CRAG (MSD) FY '79 TIP/AE page 134 item 314
3) State Clearinghouse PNRS #7910-2-070.

9723

5

October 2, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

[illegible] 11-2

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the month of September are the following:

Project	Work	Funds		
		Federal	State	Local
A. Portland				
1) Basin Ave.-Going St. Interchange	ROW, Const.	$1,326,067	$ --	$322,400
2) NE 99th Ave.-NE 162nd Ave. (Sandy Blvd.)	PE, Const.	480,250	--	84,750
*3) Scholls Hwy. & Allen Blvd.	PE, ROW, Const.	122,800	21,700	---
4) NE Col. Blvd. Traf. Sig.	Const.	190,000	20,150	13,440
5) Traf. Signal Replacement (CBD Portland)	Const.	621,552	65,820	43,080
*6) Cornell Rd. @ Murray Blvd.	Const.	86,400	9,150	6,100
B. Salem				
1) Superior St. Vista Ave. (Commercial St. S.)	PE, ROW Const.	2,546,600	--	449,400

* Corrected Submittal

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG:dmc
bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman
E. S. Hunter
C. O. Fredrickson

9723

(#2)

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 29, 1979

In Reply Refer to
File No.:

TO Executive Department
Federal Aid Coordination Unit

D E Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: N.E. 99th Ave.-N.E. 162nd Ave.(Portland)
Highway: N.E. Portland Hwy., Sandy Blvd. M-9966
County: Multnomah

noted
H. S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 29, 1979.

BLG:dmc
Attachments

cc:
- G. L. Green, FHWA
- H. S. Coulter ✓
- F. E. Terpin
- J. B. Boyd (2)
- J. H. Versteeg
- Gary Potter
- R. N. Bothman
- W. J. Hart
- Reg. 1 Engr: E. L. Hardt
- Dis. 2 Engr: W. W. Geibel
- Aeronautics Division
- David Powers, Parks
- B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 - '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Form [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: N.E. 99th Ave.-N.E. 162nd Ave. (Portland)

11 12] PROJECT LOCATION—CITY: N.E. Portland Hwy.
Sandy Blvd. M-9966

PROJECT LOCATION—COUNTY: Multnomah

PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The existing two-phase signals at the intersections of Sandy Blvd. and 102nd Avenue
06 12] and 105th Avenue would be upgraded to three phase signals. New three phase signals [71
and left turn refuges would be installed at the intersection of Sandy Blvd. and 122nd,
07 12] 131st, 148th, 158th, 162nd Avenues. All seven signals would be interconnected and [71
synchronized. A continous left turn median would be installed on Sandy Blvd. from
08 12] 102nd Avenue to 105th Avenue which would require the removal of on street parking on [71
Sandy from 101st to 106th Avenues. The project also includes the realignment of 147th
09 12] Avenue so that 148th Avenue and Sandy Blvd. would become a four-way intersection. 1.23 [71
acres of additional right-of-way would be required for the realignment. Transit
10 12] shelters and paved waiting areas would be installed at four locations along Tri-Met [71
routes within the project area.

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
766,700	---	---	135,300	---	902,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: OCT — 43] DAY [44: 29 — 45] YEAR [46: 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 29, 1979

VI. If project includes state funds (12C), identify agency -----

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of NON-MAJOR environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-9966(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 11, 1979
Section N.E. 99th Ave.-N.E. 162nd Ave.
Unit (if appl)
County Multnomah
City Portland
Highway N.E. Portland Highway (Sandy Blvd)
State Hwy. No.
Termini: M.P.(if appl)
Length 3.2 miles
Region I
Construction Estimate $902,000 e(4)
Program Amount

B. Purpose of Project: To improve traffic flow, capacity and safety by reducing the conflicts between through and local traffic on Sandy Blvd. To improve the viability of public transit as an alternative for commuters in the project vicinity.

C. Origin & History of Project: Prior to the completion of I-80N, Sandy Blvd.(N.E. Portland Highway) was a principal route connecting Portland to the communities along the Columbia River Gorge. Designated a major arterial, Sandy Blvd. must primarily provide through trip mobility and secondarily provide access to local residential, commercial and industrial areas. Currently, conflicts between through and local traffic result in a) congestion and safety hazards due to left turns southward from Sandy onto major cross streets b) impaired access onto Sandy from the major cross streets at 122nd Avenue, 131st Avenue, 148th Avenue, 158th Avenue, and 162nd Avenue, and c) in time delays experienced by Tri-Met buses entering Sandy from side streets.

D. General Description of Project: The existing two-phase signals at the intersections of Sandy Blvd. and 102nd Avenue and 105th Avenue would be upgraded to three phase signals. New three phase signals and left turn refuges would be installed at the intersection of Sandy Blvd. and 122nd, 131st, 148th, 158th, 162nd Avenues. All seven signals would be interconnected and synchronized. A continuous left turn median would be installed on Sandy Blvd. from 102nd Avenue to 105th Avenue which would require the removal of on street parking on Sandy from 101st to 106th Avenues. The project also includes the realignment of 147th Avenue so that 148th Avenue and Sandy Blvd. would become a four-way intersection. 1.23 acres of additional right-of-way would be required for the realignment. Transit shelters and paved waiting areas would be installed at four locations along Tri-Met routes within the project area.

Sandy Blvd. 99th Avenue-122nd Avenue

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 4 ; Med. No ; Shldrs. No ; Parking Yes

Proposed: No. Lanes 4 ; Med. Yes ; Shldrs. No ; Parking No

Traffic: Existing Facility: Existing ADT 18,400 ; Projected ADT 11,000* ; Yr. 2,000

Existing Level of Service D-E

Proposed Facility: Projected ADT 11 ,000 ; Yr. 2,000

Projected Level of Service C-D

734-3953 (10-75)

*Due to opening of Interstate-205 and staged completion of Inverness Drive, a major county arterial.

Sandy Blvd. 122nd Avenue-162nd Avenue

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 16,000 ; Projected ADT 20,000 ; Yr. 2,000

Existing Level of Service D

Proposed Facility: Projected ADT 22,000 ; Yr. 2,000

Projected Level of Service C

Realignment of 147th/148th Ave. and Sandy Blvd. (See attached map)

Alignment: New X ______ Existing ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Proposed: No. Lanes 4 ; Med. No ; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 3,500 ; Projected ADT 4,200 ; Yr. 2,000

Existing Level of Service ______

Proposed Facility: Projected ADT 5,000 ; Yr. 2000

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 1.23 ; Type of Relocation Req. 1 residence ; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined.

Type of Structure(s):

N/A

Brief Description of River or Stream and Type of Involvement, if any:

N/A

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

Two other alternatives were initially considered. One proposed widening Sandy Blvd. to four lanes between 122nd Ave. and 148th Ave. A second alternative proposed widening the same segment to three lanes. It was decided that these improvements were beyond the scope of the project and were not recommended. The no-build alternative would maintain the existing conflict between through and local traffic and would result in a continuation of the worsening congestion problems.

Other Descriptive Information or Comments:

It is recommended that the feasibility of left turn refuges at key loactions along Sandy Blvd. from 101st Ave. through 106th Ave. be investigated so that on street parking may be at least partially preserved. Six commercial establishments are totally dependent upon Sandy Blvd. for customer parking and would be impacted. The proposed project would remove 48 parking spaces and could possible created a parking shortage in the Parkrose central business district. The property owners whose parking would be impacted will be contacted for their input.

(Attach project sketch map.)

PART II ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The area north of Sandy Blvd. predominantly consists of the low lands along the Columbia Slough which extend to the Columbia River. The soil is of a Class II type and the area is mostly in agricultural use. To the south of Sandy Blvd. the ground gradually rises. This area has traditionally been in agricultural use but intensive residential development is now characteristic of the western half of the project vicinity. Vegetation and habitat range from commercial/residential landscaping to agricultural fields, pastures, hedgerows, orchards, and nursery stock.

2. Cultural: There are single unit residential, multiple unit residential, commercial, industrial, and agricultural areas within the project vicinity. The section along Sandy Blvd. from 99th Ave. to 122nd Ave. is the central business district of Parkrose. The area to the north of this section is predominantly residential and is the location of Parkrose High School and Parkrose Heights Jr. High School. This area is the eastern limit of local Tri-Met service. To the south of Sandy between 99th Ave. and 122nd Ave. is an industrial area. From 122nd Ave. to 162nd Ave., the south side of Sandy is characterized by its rapid transition from agricultural to single and multiple unit residences. The north side of this section has been designated as a future industrial area but currently is in agricultural use.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Two parcels of additional right-of-way totaling 1.23 acres are required. The first parcel (0.77 acres) is located in the center of a family nursery business. The acquisition would remove the only residence on the property, a lathe house, the well which supplies all of the water for the nursery and about 0.6 acres of agricultureland of which approximately 0.1 acres is currently planted in nursery stock. The second parcel (0.45 acre) is residential property. In the case of both parcels, the acquisition would split the existir properties into two small lots on either side of the proposed alignment.

2. Estimated Impact on Traffic Patterns:

The present conflict between through and local traffic should be resolved. This should reflect a smoother traffic flow, a greater capacity, and increased safety along Sandy Blvd. As mass transit becomes a more attractive alternative, an increase in Tri-Met ridership is expected.

Consequences--Air Quality, Noise, Safety, etc.:

An increase in energy resource use efficiency should accompany the improved traffic flow and increased Tri-Met use in the project vicinity.

3. Estimated Impact on Land Use:

About 0.75 acre of prime agricultural land, 0.1 acre undeveloped wooded brush and 0.4 acre residential property would be converted to roadway.

Consequences:

The improved through mobility which the project would afford Sandy Blvd. would provide additional pressure to continue the transition of agricultural land to single and multiple unit residential usage characteristic of the eastern end of the project vicinity.

4. Expected Impact on Natural Ecological Resources:

About 0.1 acre of undeveloped land including 12 douglas fir and several smaller deciduous trees would be removed.

Consequences:

Permanent loss of bird and small mammal supporting environment would occur.

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource report may be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

   Sandy Blvd. from 101st Ave. through 106th Ave.

7. Potential for Controversial Issues:

   Removal of 48 on-street parking spaces along Sandy Blvd. from 101st Avenue through 106th Avenue.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans

      Proposed project will enhance traffic flows and should reduce vehicular emissions.

   b. Noise Standards

      A noise study would be required

   c. Water Quality Standards

      N/A

   d. Area Land Use and Transportation Plans, and Zoning

      In accordance with the Interim Transportation Plan set for by M.S.D.

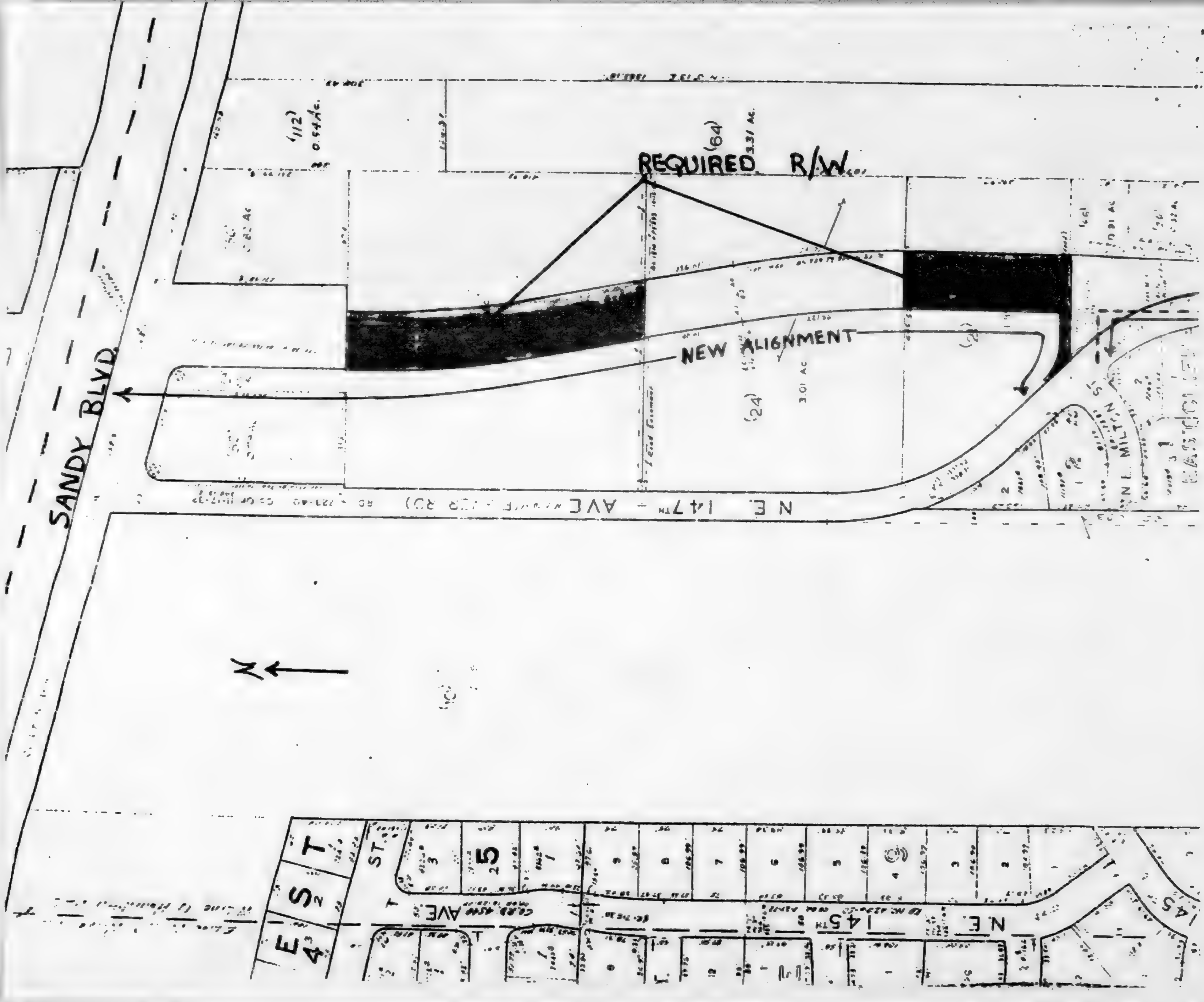
C. Recommended Type of Action and Documentation:

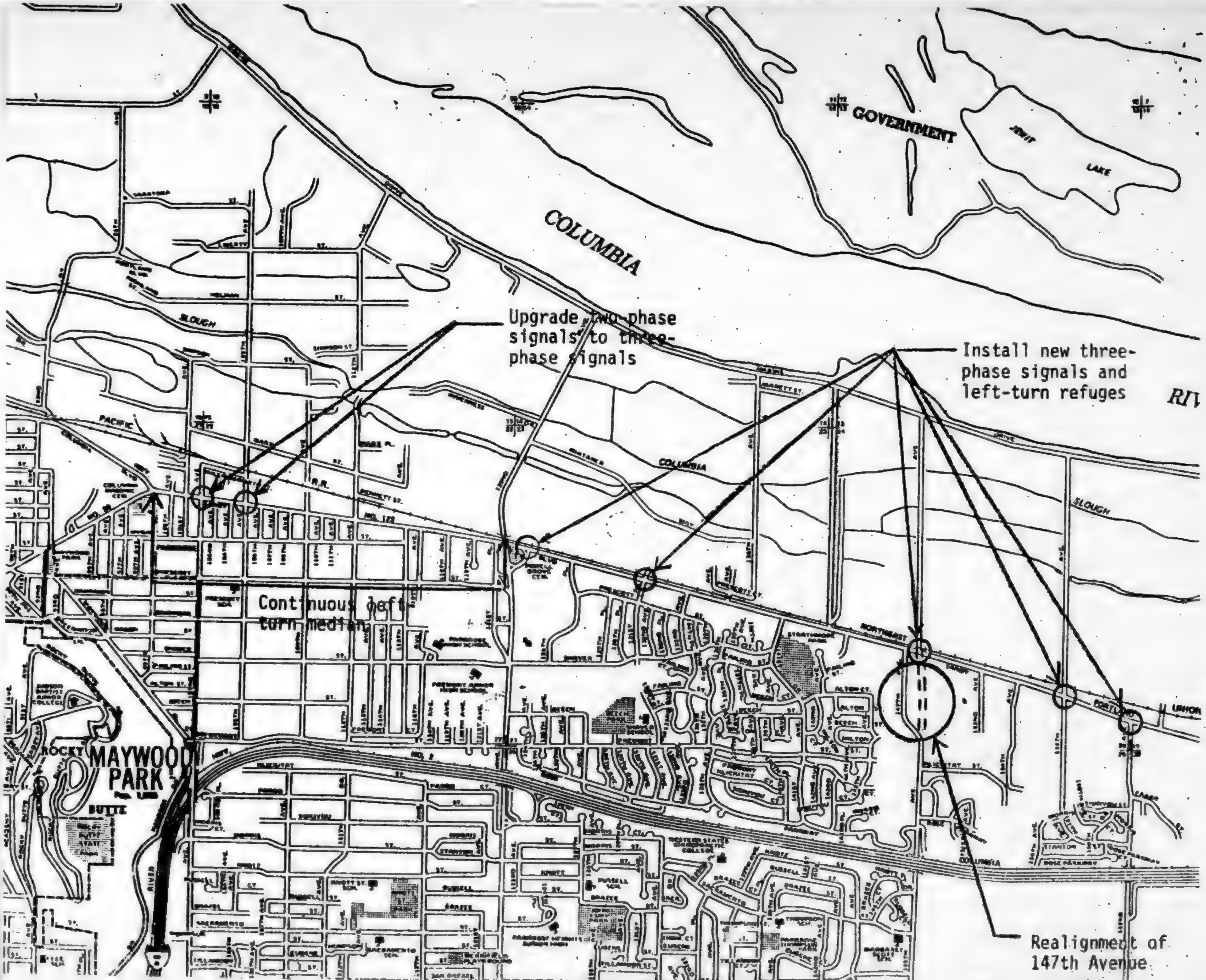
-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Since the project would have only local and temporary impacts on the human environment, it is recommended that it be classified as assessment only action.

TSL

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


REQUIRED R/W
NEW ALIGNMENT
SANDY BLVD
N.E. 147TH AVE
N.E. 145TH AVE.
N.E. MILTON ST
N
(64)
3.31 Ac.
(112)
0.54 Ac.
(24)
3.01 Ac.
E
S
T
4
2
5
ST.
AVE


COLUMBIA
GOVERNMENT
JEWITT LAKE
SLOUGH
PACIFIC
R.R.
COLUMBIA
RIV
NORTHEAST
PORTLAND
UNION
MAYWOOD PARK
ROCKY
BUTTE
COLUMBIA
Upgrade two-phase signals to three-phase signals
Install new three-phase signals and left-turn refuges
Continuous left-turn median
Realignment of 147th Avenue

5

September 14, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
380 Center Street NE
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

Project	Work	Funds Federal	 Local
NE 99th Ave.-NE 162nd Ave. (Sandy Blvd.)	PE, Const.	$480,250	$84,750

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,
Fred Miller signed
for:
F. B. Klaboe
Director

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

GLG:dmc fn

9723

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

ATTN: Gary Zehner

DATE: September 13, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signal Warrant
Northeast Portland Highway No. 123 and
148th Avenue
City of Portland
Multnomah County

We have reviewed the Federal Aid Project Request you sent us for the above-named project and find that it meets the Warrant for Interruption of Continuous Traffic.

Our Signal Design Section reviewed the cost estimate for the work outlined and arrived at a higher figure than the County's ($190,000 versus $116,000). Furthermore, if the system were to be interconnected from 99th to 162nd, it would add $55,000 to that amount.

George

L. E. George
Traffic Engineer

JB:jrb

9-17-79

cc D.E. Swan

z

9723

5

DATE: September 6, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Requests

On the Consent Calendar for the September 19 meeting will be three requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood and I-305 Freeways.

The two requests in the Portland Area will use funds withdrawn from the Mt. Hood Freeway. Clackamas County is requesting a $20,000 project to monitor the existing air quality on a 11.0 mile segment of Pacific Highway East. The request from Multnomah County is for a $565,000 project to provide roadway and traffic signal improvements on a 3.2 mile section of N.E. Portland Highway.

The request from the City of Salem will be financed with funds withdrawn from the I-305 Freeway. Their request is for a $2,996,000 project to provide a fifth lane for reversible lane operation during peak hours on Pacific Highway East.

These projects will provide improvements to the State Highway System at no cost to State. Interstate Transfer funds for these projects are estimated at $3,043,850 with Local Government providing all of the required $537,150 of local match.

The projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

Attachment

GEZ:pf

bcc:
- F. B. Klaboe
- C. W. Head
- L. W. Rulien
- D. H. Moehring
- E. S. Hunter
- R. L. Schroeder
- C. T. Keasey
- R. N. Bothman
- E. L. Hardt
- C. O. Fredrickson
- D. E. Swan
- G. Bell

MULTNOMAH COUNTY
Proposed Interstate Transfer Project

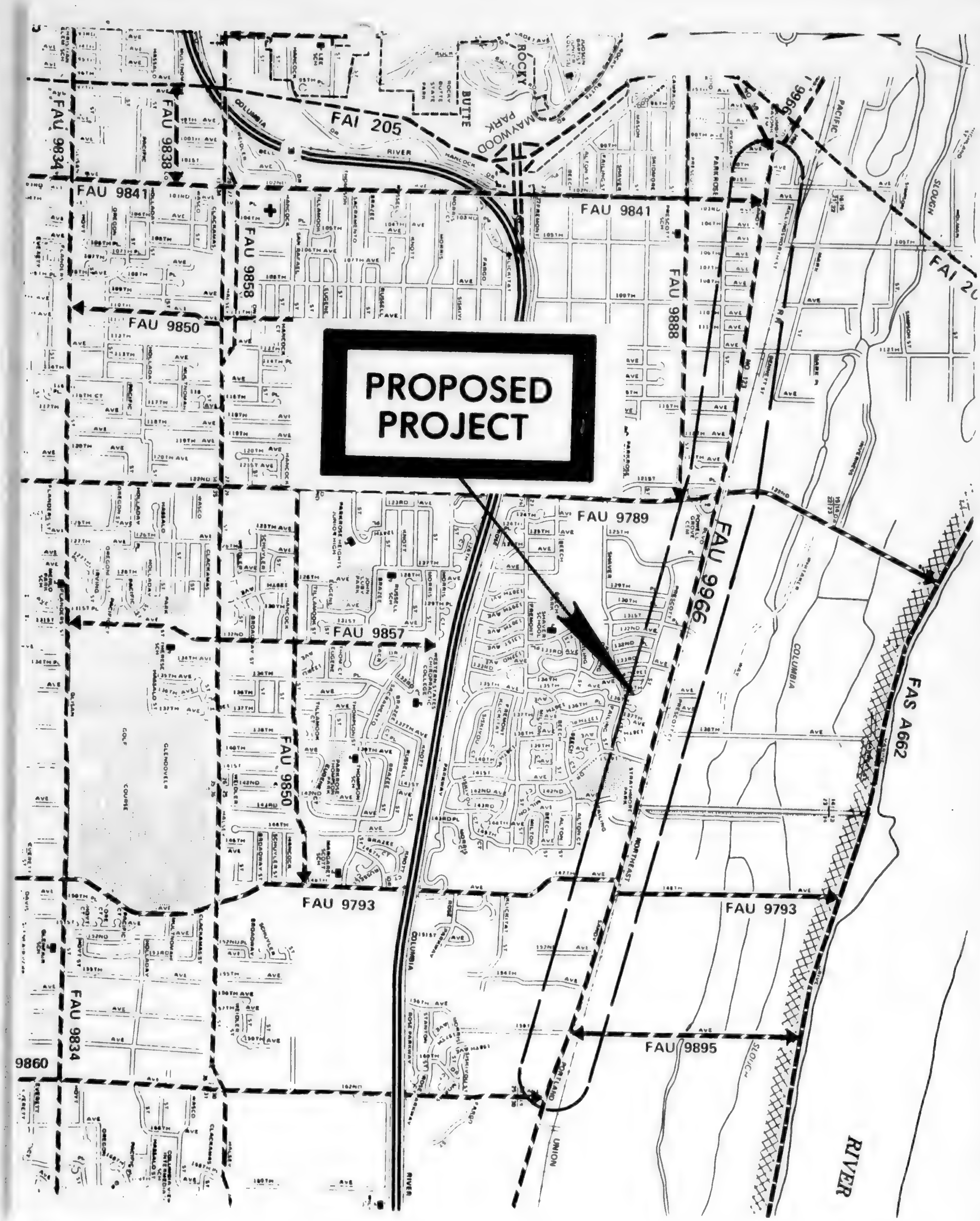
N.E. 99th Avenue - N.E. 162nd Avenue Section
N.E. Sandy Blvd., FAU 9966 (N.E. Portland Highway)
Grade, Pave, Signals, Sign and Stripe
3.2 miles
$565,000

This project consists of upgrading existing traffic signals, installing new signals, constructing left-turn refuges, realigning 147th Avenue to intersect at 148th Avenue, and constructing transit shelters within a 3.2 mile segment of N.E. Sandy Blvd.

Right-of-way is required for the project and will be acquired by Multnomah County at no cost to the project.

State will perform preliminary and construction engineering.

79-f
9/6/79


PROPOSED PROJECT
FAI 205
FAI 20
FAU 9834
FAU 9838
FAU 9841
FAU 9858
FAU 9850
FAU 9888
9966
FAU 9966
FAU 9789
FAU 9857
FAU 9793
FAU 9895
FAS A662
9860
ROCKY BUTTE
MAYWOOD PARK
COLUMBIA
RIVER
SLOUGH
PACIFIC
UNION
GLENDOVEER
GOLF
COURSE
PARKROSE
NORTHEAST
PORTLAND

9723 (NNE C001) 2

Form E (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-49

AUTHORITY FOR SURVEY

Section N.E. 99th Ave. - N.E. 162nd Ave.

Date July 16, 1979

Highway N.E. Portland Highway (Sandy Blvd.) # 123

Authorization No. 1

County Multnomah # 26

Survey Prefix 126-1903 (Assigned by Salem office)

Description of termini, route, length, etc.:

The beginning of the project is N.E. 99th Ave. (M.P. 11.30 and proceeding along the existing alignment to N.E. 162nd Ave. (M.P. 14.51). The work is intermittent throughout the 3.21 mile project length.

Proposed:

Provide left turn bays at N.E. 131st Place, N.E. 158th Ave., and N.E. 148th Ave. Realign N.E. 148th Ave., upgrade signals from two-phase to three-phase at N.E. 102nd, 105th, and 122nd Aves. Install new signal at N.E. 148th Ave. Improve 4-transit waiting areas.

Purpose of Survey:

State to perform field survey, prepare environmental documents, plans, specifications, estimate of cost and complete PS & E.

OTC Approval 9/19/79

IX-9966 (3)
11-30-79

Estimate of cost:

Funding e(4)
Category 3 NM
Construction Authorization $505,000

Estimate of Cost

Field Survey	(901)	$ 25,500
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	8,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	1,500
Soils & Geology	(910)	2,000 8-79
Traffic	(911)	16,000
Landscape	(912)	
Liaison R/W	(913)	1,500
Utility	(914)	2,000
Photogrammetry	(916)	
Location Studies	(918)	200 81
Engr. Graphics	(919)	
Office Engineer	(920)	200 8-9
Specifications	(921)	4,000
Environmental	(923)	1,000
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Administrative Svcs. (Engineering)	(922)	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 62,400 2-81. ~~60,000~~
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

K. D. LIMBOCKER, Metro Design Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Frank E. Pespin

Location Engineer

Approved:

E S Hunter

Assistant State Highway Engineer

RECEIVED

OCT 30 1979

SP*23604-734

9723

OTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPOR..TION
LOCATION UNIT

DATE 7/13/79

PREFIX

ENTIFICATION

OJECT NAME: N.E. 99th Avenue - N.E. 162nd Avenue

GHWAY NAME: Northeast Portland Highway (Sandy Blvd.)

HIGHWAY NUMBER: 123

EGION: 1

ADMINISTRATIVE DISTRICT:

COUNTY: Multnomah

CITY:

ENGTH: 3.2 Mi.

MILEPOST NUMBER: 11.30 TO 14.51

☐ RURAL ☒ URBAN

OCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Multnomah County

YPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER E(4)

ETHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

OJECT DESCRIPTION

- New three-phase signal with R.R. pre-emption at N.E. 148th.
- Upgrade the existing signals at N.E. 102nd, N.E. 105th & N.E. 122nd to three-phase installations
- Left-turn median lane between N.E. 102nd to N.E. 105th.
- New left-turn refuges at 131st Place, 148th and 158th. If funds are available, a left-turn refuge will also be constructed at 122nd.
- Realign N.E. 147th, south of Sandy Blvd. to meet the existing intersection of N.E. 148th & [illegible]ndy Blvd.

- TRAFFIC DATA

XISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 23,800 @ N.E. 99th (1977)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

ESIGN SPEED (MPH): 30-50

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 (99th to 12[illegible]d) 2 (122nd to 162nd)	Same
SHOULDERS		
[illegible]EDIANS	None	Left-turn lane: 102nd - 105th
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:	See project request for detailed information	

	YES	NO	MAYBE		YES	NO	MAYBE
hannelization	☒	☐	☐	Right of Way (cont.) Improvements	☒	☐	☐
rontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
igning	☐	☐	☒	At Grade	☐	☒	☐
[illegible]nation	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☐	☒
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☐	☒
River	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
R[illegible] of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☐	☒
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☒	☐	☐	Fish & Wildlife Approval	☐	☒	☐

- FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical, Telephone

	YES	NO	MA
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☐	☒
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☐	☒	☐

- WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(4.0)	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ ([illegible])

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

- TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

- PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	60,000	
RIGHT OF WAY	0	
TRAFFIC CONTROL	116,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	357,000	
OTHER Improved transit waiting areas	32,000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	565,000	

SUBMITTED BY ____________________

9723

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 11, 1979

Section N.E. 99th Ave.-N.E. 162nd Ave.

Unit (if appl)

County Multnomah

City Portland

Highway N.E. Portland Highway (Sandy Blvd)

State Hwy. No.

Termini: M.P.(if appl)

Length 3.2 miles

Region I

Construction Estimate $902,000 e(4)
Program Amount

B. Purpose of Project: To improve traffic flow, capacity and safety by reducing the conflicts between through and local traffic on Sandy Blvd. To improve the viability of public transit as an alternative for commuters in the project vicinity.

C. Origin & History of Project: Prior to the completion of I-80N, Sandy Blvd.(N.E. Portland Highway) was a principal route connecting Portland to the communities along the Columbia River Gorge. Designated a major arterial, Sandy Blvd. must primarily provide through trip mobility and secondarily provide access to local residential, commercial and industrial areas. Currently, conflicts between through and local traffic result in a) congestion and safety hazards due to left turns southward from Sandy onto major cross streets b) impaired access onto Sandy from the major cross streets at 122nd Avenue, 131st Avenue, 148th Avenue, 158th Avenue, and 162nd Avenue, and c) in time delays experienced by Tri-Met buses entering Sandy from side streets.

D. General Description of Project: The existing two-phase signals at the intersections of Sandy Blvd. and 102nd Avenue and 105th Avenue would be upgraded to three phase signals. New three phase signals and left turn refuges would be installed at the intersection of Sandy Blvd. and ~~122nd~~, 131st, 148th, 158th, ~~162nd~~ Avenues. All seven signals would be interconnected and synchronized. A continuous left turn median would be installed on Sandy Blvd. from 102nd Avenue to 105th Avenue which would require the removal of on street parking on Sandy from 101st to 106th Avenues. The project also includes the realignment of 147th Avenue so that 148th Avenue and Sandy Blvd. would become a four-way intersection. 1.23 acres of additional right-of-way would be required for the realignment. Transit shelters and paved waiting areas would be installed at four locations along Tri-Met routes within the project area.

Sandy Blvd. 99th Avenue-122nd Avenue

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 4 ; Med. No ; Shldrs. No ; Parking Yes

Proposed: No. Lanes 4 ; Med. Yes ; Shldrs. No ; Parking No

Traffic: Existing Facility: Existing ADT 18,400 ; Projected ADT 11,000 ; Yr. 2,000

Existing Level of Service D-E

Proposed Facility: Projected ADT 19,000 ; Yr. 2,000

Projected Level of Service C-D

734-3953 (10-75)

Sandy Blvd. 122nd Avenue-162nd Avenue

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 16,000 ; Projected ADT 20,000 ; Yr. 2,000

Existing Level of Service D

Proposed Facility: Projected ADT 22,000 ; Yr. 2,000

Projected Level of Service C

Realignment of 147th/148th Ave. and Sandy Blvd. (See attached map)

Alignment: New X ______ Existing ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking No

Proposed: No. Lanes 4 ; Med. No ; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 3,500 ; Projected ADT 4,200 ; Yr. 2,000

Existing Level of Service ______

Proposed Facility: Projected ADT 5,000 ; Yr. 2000

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 1.23 ; Type of Relocation Req. Agricultural/Commercial/Residential ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:
To be determined.

Type of Structure(s): N/A

Brief Description of River or Stream and Type of Involvement, if any: N/A

Local City, County or COG priorities of project: N/A

FHWA and/or OSHD approvals given, if any: N/A

Location or Design Alternatives (identify and describe): Two other alternatives were initially considered. One proposed widening Sandy Blvd. to four lanes between 122nd Ave. and 148th Ave. A second alternative proposed widening the same segment to three lanes. It was decided that these improvements were beyond the scope of the project and were not recommended. The no-build alternative would maintain the existing conflict between through and local traffic and would result in a continuation of the worsening congestion problems.

Other Descriptive Information or Comments: It is recommended that the feasability of left turn refuges at key locations along Sandy Blvd. from 101st Ave. through 106th Ave. be investigated so that on street parking may be at least partially preserved. Six commercial establishments (Old Country Sausage, Koehn's German Bakery, Parkrose Pharmacy, El-C's Flowers, Roger's Barber Shop, Roberta's Beauty Salon) are totally dependent upon Sandy Blvd. for customer parking and would be severely impacted. The proposed project would remove 48 parking spaces and could possibly create a parking shortage in the Parkrose central business district. It is recommended that the property owners whose parking would be impacted, be contacted for their input as part of this category recommendation.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The area north of Sandy Blvd. predominantly consists of the low lands along the Columbia Slough which extend to the Columbia River. The soil is of a Class II type and the area is mostly in agricultural use. To the south of Sandy Blvd. the ground gradually rises. This area has traditionally been in agricultural use but intensive residential development is now characteristic of the western half of the project vicinity. Vegetation and habitat range from commercial/residential landscaping to agricultural fields, pastures, hedgerows, orchards, and nursery stock.

2. Cultural: There are single unit residential, multiple unit residential, commercial, industrial, and agricultural areas within the project vicinity. The section along Sandy Blvd. from 99th Ave. to 122nd Ave. is the central business district of Parkrose. The area to the north of this section is predominantly residential and is the location of Parkrose High School and Parkrose Heights Jr. High School. This area is the eastern limit of local Tri-Met service. To the south of Sandy between 99th Ave. and 122nd Ave. is an industrial area. From 122nd Ave. to 162nd Ave., the south side of Sandy is characterized by its rapid transition from agricultural to single and multiple unit residences. The north side of this section has been designated as a future industrial area but currently is in agricultural use.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Two parcels of additional right-of-way totaling 1.23 acres are required. The first parcel (0.77 acres) is located in the center of a family nursery business. The acquisition would remove the only residence on the property, a lathe house, the well which supplies all of the water for the nursery, and about 0.6 acres of prime Class II, agricultural land of which approximately 0.1 acres is currently (cont'd. Page 4A)

2. Estimated Impact on Traffic Patterns: The present conflict between through and local traffic should be resolved. This should reflect a smoother traffic flow, a greater capacity, and increased safety along Sandy Blvd. As mass transit becomes a more attractive alternative, an increase in Tri-Met ridership is expected.

Consequences--Air Quality, Noise, Safety, etc.:

An increase in energy resource use efficiency should accompany the improved traffic flow and increased Tri-Met use in the project vicinity.

3. Estimated Impact on Land Use:

About 0.75 acre of prime agricultural land, 0.1 acre undeveloped wooded brush and 0.4 acre residential property would be converted to roadway.

Consequences: The improved through mobility which the project would afford Sandy Blvd. would provide additional pressure to continue the transition of agricultural land to single and multiple unit residential usage characteristic of the eastern end of the project vicinity.

4. Expected Impact on Natural Ecological Resources:

About 0.1 acre of undeveloped land including 12 douglas fir at 2-3 feet DBH and several smaller deciduous trees along with blackberries and brush would be removed.

Consequences:

Permanent loss of bird and small mammal supporting environment would occur.

5. Expected Impact on Cultural and Scenic Resources: None.

Consequences: None.

B. Preliminary Assessment of Environmental Impacts: (continued)

planted in nursery stock. The second parcel (0.45 acre) is residential property. Approximately 3500 square feet of the parcel is undeveloped. The acquisition would remove 12 douglas fir up to 3 feet DBH and a number of deciduous trees, along with blackberries and brush. The remainder of the parcel is currently residential lawn and garden space. In the case of both parcels, the acquisition would split the existing properties into two small lots on either side of the proposed alignment.

6. Preliminary Identification of Areas of Critical Concern:

Sandy Blvd. from 101st Ave. through 106th Ave.

7. Potential for Controversial Issues:

Removal of 48 on-street parking spaces along Sandy Blvd. from 101st Avenue through 106th Avenue.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Proposed project will enhance traffic flows and presumably reduce vehicular emissions.

b. Noise Standards

A noise study would be required

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

In accordance with the Interim Transportation Plan set for by M.S.D.

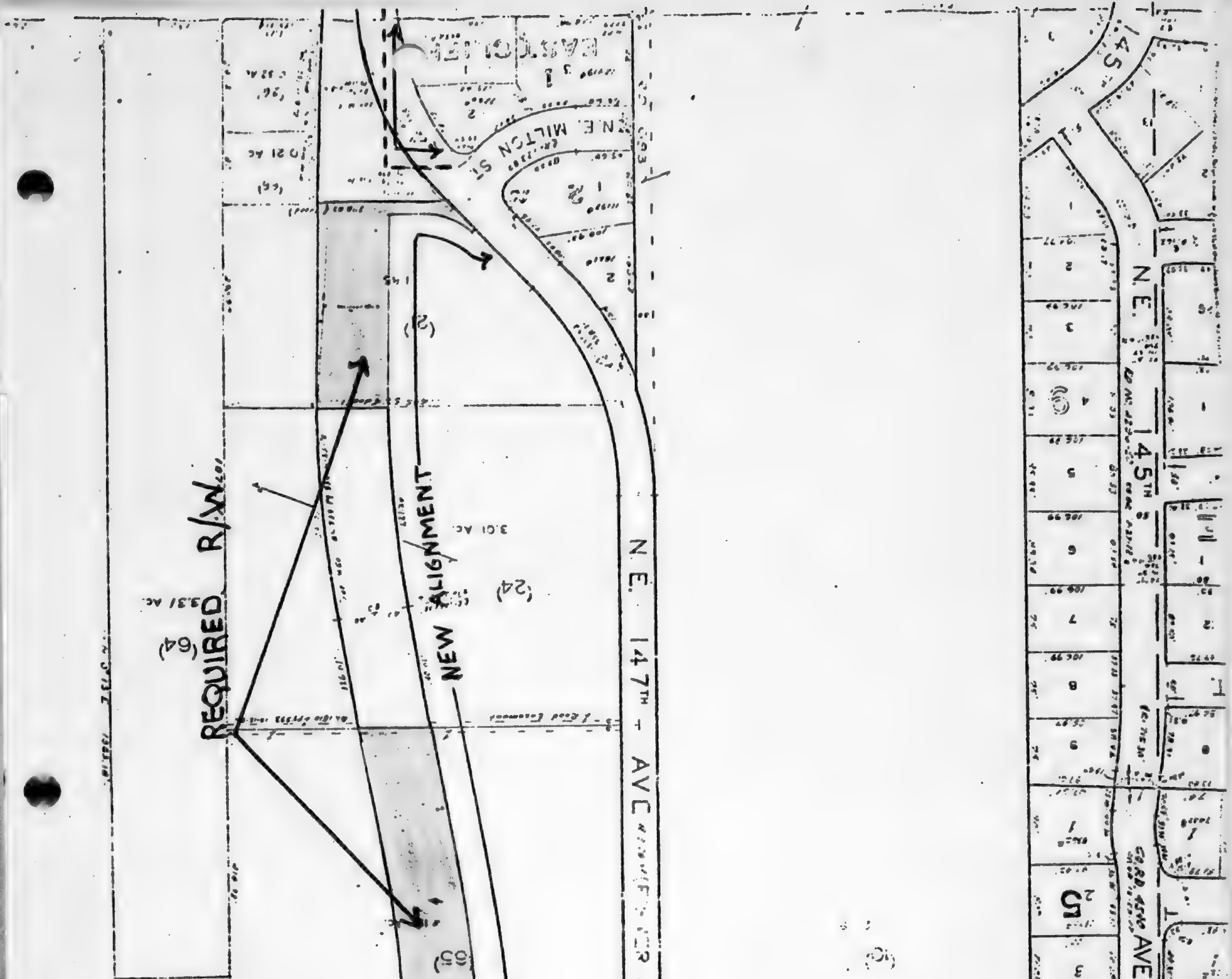
C. Recommended Type of Action and Documentation:

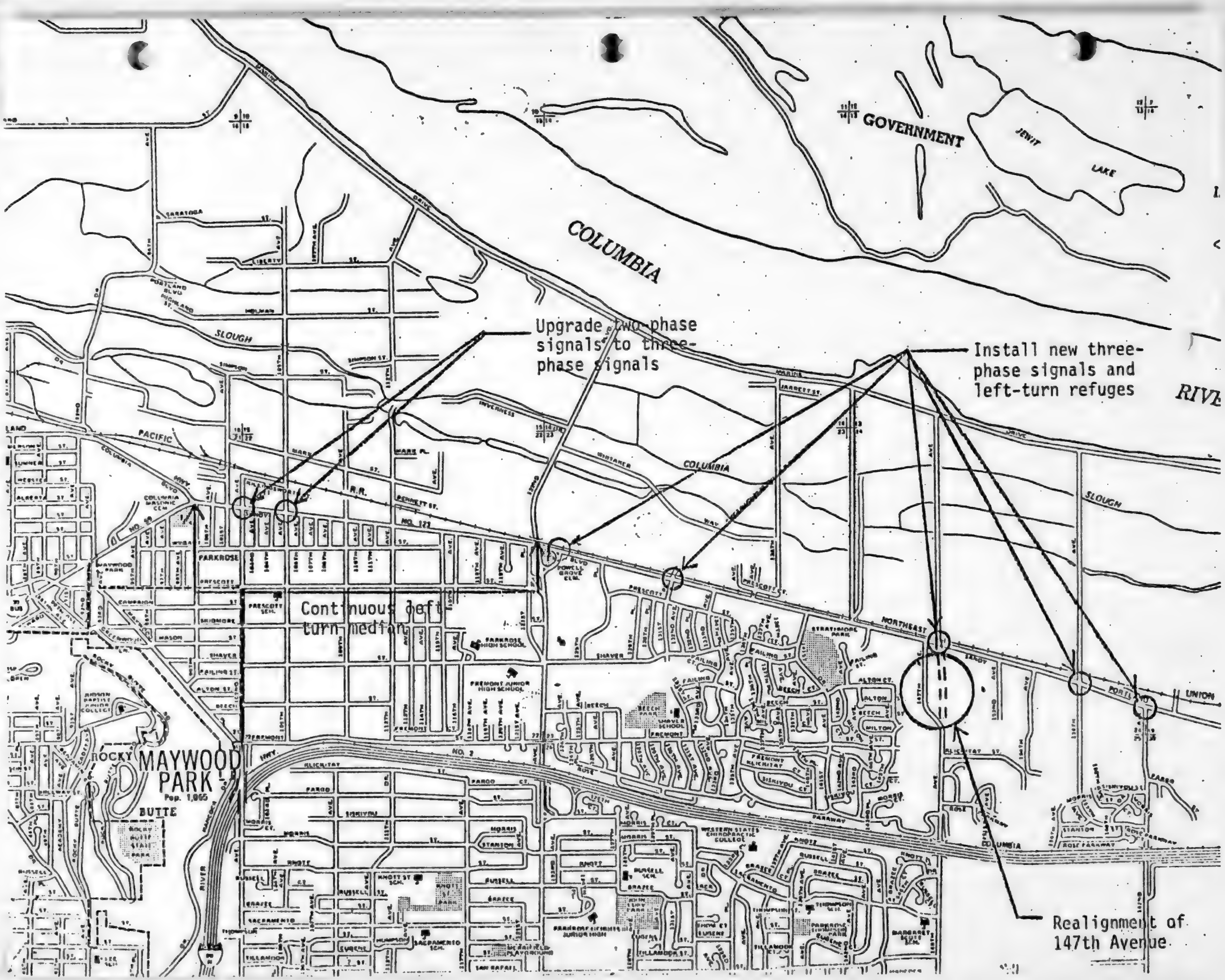
-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Since the project would have only local and temporary impacts on the human environment, it is recommended that it be classified as assessment only action.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


REQUIRED R/W
NEW ALIGNMENT
N.E. 147TH AVE
N.E. MILTON ST
EAST GLEN
N.E. 145TH AVE
SANDY BLVD
N
(64)
3.31 AC.
(24)
3.01 AC.
(65)
(112)
0.54 AC.
(2)
145
ST
T
S
E


Upgrade two-phase signals to three-phase signals
Install new three-phase signals and left-turn refuges
Continuous left-turn median
Realignment of 147th Avenue
COLUMBIA
RIVE
GOVERNMENT
JEWIT LAKE
SLOUGH
PACIFIC
COLUMBIA
R.R.
NO. 122
PARKROSE
NORTHEAST
SANDY
PORTLAND
UNION
PRESCOTT ST.
NO. 2
COLUMBIA
MAYWOOD PARK
Pop. 1,065
ROCKY
BUTTE
FREMONT JUNIOR HIGH SCHOOL
PARKROSE HIGH SCHOOL
WESTERN STATES CHIROPRACTIC COLLEGE
STRATHMORE PARK
RIVER

9723

FEDERAL AID PROJECT REQUEST

Date 6-7-79

Applicant Agency Multnomah County

Request for: Off-System _____, FAS-C _____, ~~FAUS~~ e(4) Project

Federal Aid Route No. 123 Route Name Northeast Portland Highway

Project Name N.E. 99th Ave. - N.E. 162nd Ave., N.E. Portland Highway

Project Length 3.2 miles Project Location (Attach sketch map)

Project Description Signalization, channelizations, intersection realignment, transit waiting areas. See the attached excerpt from CRAG Staff Report No. 17 for specifics about proposed improvements.

Average Daily Traffic 23,800 at N.E. 99th
13,100 at N.E. 147th
Design Speed 30 mph to 50 mph

Complete Applicable Sections:

A: N.E. 99th to N.E. 122nd
B: N.E. 122nd to N.E. 162nd

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width A: 60' B: 30' Travel Lanes A;4; B:2 Shoulders Varied

Medians A: 2'; B: None Parking Yes

Sidewalks Both sides from 99th to 115th.

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width A: 60' B: 30' to 44' Travel Lanes A;4; B; 2 Shoulders Varied

Medians Median lane from 102nd to 105th Parking Restricted between 101st & 106th

Curbed _____ Length Curb Radii _____

Sidewalk/Bikeway

Remarks Restricting parking between 101st and 106th will remove approximately 50 parking spaces. New left turn bays will be constructed at 131st Place, 148th and 158th. If funds are available, a new left turn bay will also be constructed at 122nd.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width _____ Minimum 50' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes _____ No X

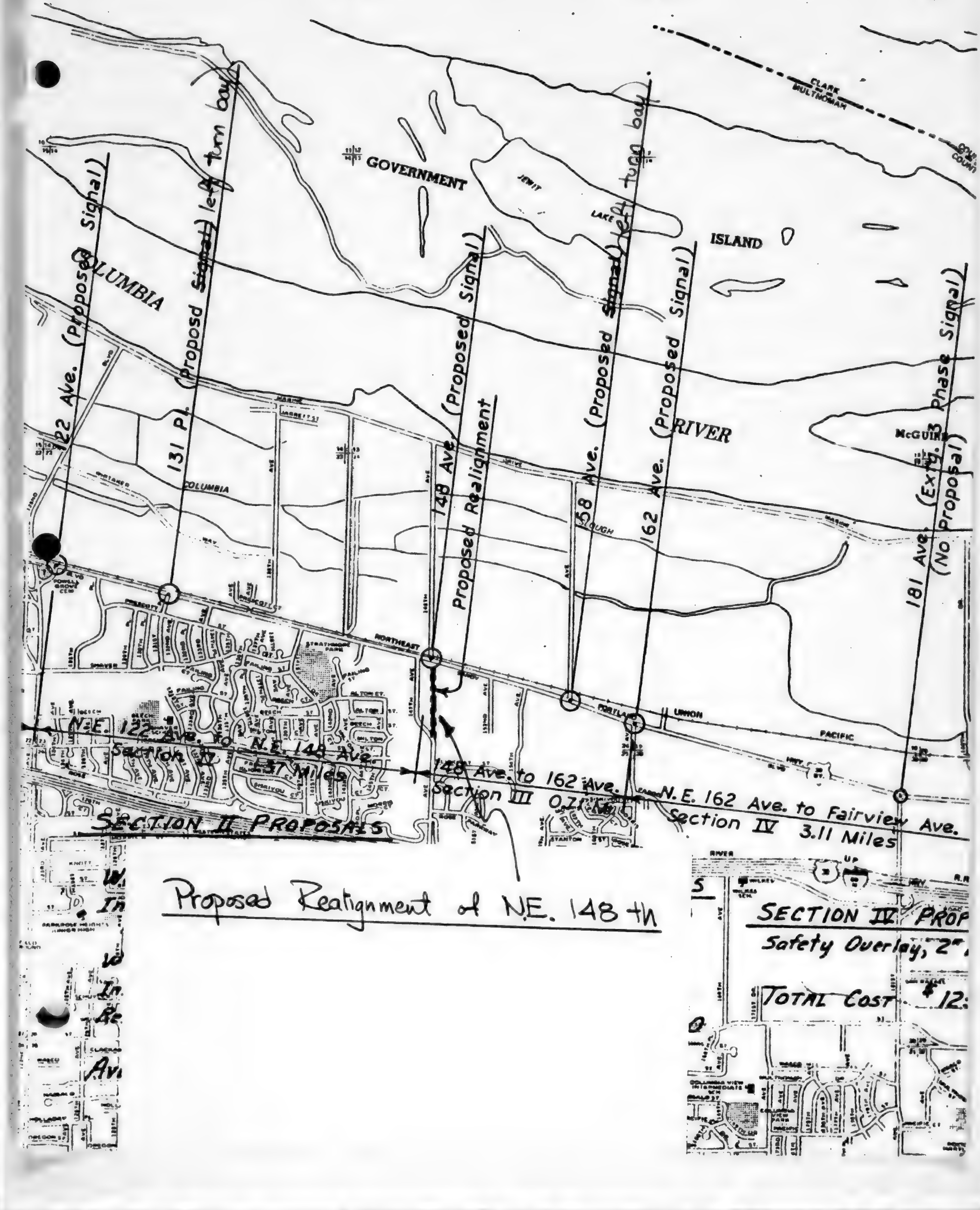
3. Will additional right-of-way be needed? Yes X No _____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No _____

Remarks 1.2 acres is needed for the realignment of the 147th/148th intersection. This property is required on the south side of the highway to realign N.E. 147th Ave. (See attached sketch).

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N.E. 99th Ave., N.E. 102nd Ave., N.E. 105th Ave., N.E. 112nd Ave.


CLARK
MULTNOMAH
GOVERNMENT
JEWIT LAKE
ISLAND
COLUMBIA
RIVER
McGUIRE
COLUMBIA
SLOUGH
NORTHEAST
PORTLAND
UNION
PACIFIC
HWY
RIVER
UP
R.R.
122 Ave. (Proposed Signal)
131 P. (Proposd ~~Signal~~) left turn bay
148 Ave. (Proposed Signal)
Proposed Realignment
158 Ave. (Proposed ~~Signal~~) left turn bay
162 Ave. (Proposed Signal)
181 Ave. (Exty. 3 Phase Signal) (No Proposal)
N.E. 122 Ave. to N.E. 148 Ave.
Section II 1.37 Miles
148 Ave. to 162 Ave.
Section III 0.71 Mi.
N.E. 162 Ave. to Fairview Ave.
Section IV 3.11 Miles
SECTION II PROPOSALS
SECTION IV PROP
Safety Overlay, 2"
TOTAL COST
$ 12

Proposed Realignment of N.E. 148 th

2. **Proposed Signalization:** (See attached CRAG Staff Report)

Location New three-phase signal at 148th. Upgrade the existing two phase signals at 102nd, 105th, and 122nd to three-phase installations.
Type R.R. Pre-emption required at 148th
Phases Three
Type of Suspension
Interconnected
Remarks New two-phase signals are being installed by ODOT at 122nd and 162nd under a separate contract awarded October 1978. If adequate funds are available, an intertie between 99th and 162nd will be considered for inclusion in the project.

3. **Permanent Signing:**

Include in project or by applicant? In project.

4. **Permanent Striping:**

Include in project or by applicant? In project.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Overcrossing of N.E. 122nd Ave. (M.P. 12.43)
Type Reinforced concrete
Approach Roadway Width **Shoulder Width**
Length 134' **Width** 56' curb-to-curb
To remain in place?

2. **Proposed Structure:** No changes to existing structure.

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Metro Branch, ODOT Office
2. Environmental	" " Office
3. Public Hearing	" " Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant__________ State__X______ Consultant__________

3. Will applicant perform any work prior to or after award of contract?
Yes__________ No___X______
If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 357,000
Right-of-way costs (if participating)	0
Traffic control	116,000
Illumination	
Structures	
Railroad	
Other Improved Transit Waiting Areas	32,000
Preliminary engineering	60,000
PROJECT TOTAL	$ 565,000

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or __________ COUNTY

By__________ By__________

By__________ By__________

By__________

AGENCY
NAME:
ODot Support Services

SERIES TITLE:
Contracts

FIRST RECORD
ON REEL:
Contract # 9707

REDUCTION
RATIO: 21X

OMI

Oregon Micro-Imaging, Inc.

1790 West Eleventh Ave.
Eugene, OR 97402
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14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

CERTIFICATE OF AUTHENTICITY

This is to certify that the micrographic images appearing on this microfilm are accurate and complete reproductions of the records as delivered in the regular course of business for photographing.

Roll Number 245

Customer Name ODot Support Services

Classification Contracts

Starting File contract # [redacted] 9707

Ending File Contract # 9723

The film has been processed and inspected to accepted standards to achieve archival quality. The quality of the individual images is directly related to the color and quality of the original documents. Every effort has been made to obtain the maximum quality micrographic reproduction of these documents.

Date Produced 6\17\96 Location Eugene Oregon
City State

Camera Operator Beth Strafford

Canon
AUTHORIZED DEALER

ROLL

245

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

ROLL

SERIES TITLE:

contracts

LAST RECORD
IDENTIFICATION:

Contract # 9723

OMI
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1790 West Eleventh Ave.
Eugene, OR 97402
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OF

ROLL